

Community Area Plan



East Area ***Implementation Report***

City of Fort Lauderdale
Planning & Zoning Division
July 20, 2004

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EXECUTIVE SUMMARY

East CAP Approach

On behalf of the East Community Area Planning (CAP) Community Leadership Committee (CLC), the Planning and Zoning staff is pleased to present the Implementation Plan for the East CAP Area of the City of Fort Lauderdale. This CAP area is the third of 5 such areas being examined, and sets out to accomplish the many detailed strategies that will ultimately achieve the goals formed by the community. The document follows a chronological order. Detailed tables portraying objectives, strategies, approximate cost figures, grant possibilities, and other implementation specifics, as well as graphs illustrating the time frames for accomplishing the strategies, are included after each goal segment.

The East CAP was preceded by the Central and South areas, and each has been approached somewhat differently. In the East CAP, greater focus was applied to streamlining the process so that the community's vision and goal implementation strategies could be presented within one year to the City Commission. To accomplish this, the plan was designed within a strategic framework to promote the most efficient schedule for implementation. CAP staff, with input from the Inter-departmental Work Team (IWT), offered assistance with suggested implementation strategies to gauge their effectiveness as early as possible. The advanced research of available resources was performed for immediate benefit to the CAP implementation team. This team is formed after the City Commission 'accepts' the plan as the vision of the East CAP Area stakeholders.

Advertising Methods

Advertising for workshop participation in the previous CAP Areas was made by a general mailing of notices to every property owner within a CAP Area. Due to budget constraints, consideration was given to other less costly and more effective advertising means by which a comparable response was received. In the East Area, CAP workshop notices and community forums were advertised through the following means:

- *Sun Sentinel* newspaper
- *Focus on Fort Lauderdale* community newspaper
- Cable TV; Government Access Channel 38
- City's website
- Announcement on the City's on-hold telephone message system
- Announcement at Commissioner District meetings, and homeowner association meetings
- "Word of mouth" through Community Leadership Committee members
- Through notices displayed at City Hall , and posters at various commercial businesses

EXECUTIVE SUMMARY

East Area Process

The process began with workshops held at the Holiday Park Social Center in June 2003. A presentation was given by the CAP staff that described the various components that comprise a “successful city.” It included vivid images and landscapes representative of the East CAP Area, to help the stakeholders envision their part of the City. Various exhibits were displayed throughout the workshop space and expert City staff was available to help facilitate and respond to questions.

Small groups were formed with a facilitator leading the participants through a series of questions to learn about the characteristics of the East Area that the stakeholders would like to see preserved, and those they would like to see improved. The City Commission appointed the 25-member CLC in July 2003 and the group met 9 times to form the issues, goals, objectives and supporting strategies based on the original 862 comments made by the stakeholders of the East Area. CAP staff, with CLC consent, arranged the stakeholder comments, formed example issue statements, and prepared objectives and strategies with contributed language from the IWT.

It should be noted that this was not a consensus building exercise where all CLC members agreed on every topic. Rather, the CLC determined that a 2/3 vote would be necessary in order to endorse any goal, objective or strategy. Thus, not all CLC members agreed to every strategy listed in this document. The *Affordability* and *Economic Base* goals sparked spirited discussions, from how to address the stakeholders’ comments, to complete elimination of these goals since they were considered more regional in nature. Ultimately, it was decided that the Affordability Goal be retained with the final language that is presented in this implementation plan. Throughout this process, the CLC was sent advanced mailings of the draft plan, and comments and suggestions were directed to staff during 8 CLC meetings prior to the third Community Forum held on February 27, 2004.

Surveys were completed by the participants at Community Forums II and III held in October 2003 and January 2004, respectively. Preserving neighborhood character was ranked as a top priority, followed by preserving marine amenities, and developing a unified vision for the East Area. Survey respondents also cited a need to improve the appearance and safety of the Area’s commercial corridors.

CAP Program Benefits

This program began in the City of Fort Lauderdale in 1999. Some of the many benefits realized by this effort supported by the City Commission include:

- Identifying the likes and dislikes of the community stakeholders.
- Obtaining community input regarding detailed corridor plans, conservation plans, park improvements, police protection, transit funding, beautification projects, etc. (beneficial for grant funding where documentation of community support is requested).
- Linking outside agency officials to community members to help rally behind projects with increased public and private support.
- Educating the public about physical projects being planned in their communities.
- Tracking capital improvement funding and monitoring applicable grant opportunities.
- Partnering with organizations with related interests to better help realize goal achievement and success.

EXECUTIVE SUMMARY

Grants and CIP

CAP staff regularly attends the monthly Capital Improvement Program Committee meetings. Although the current financial situation of the City precludes funding for most new or expanded projects, there are some planned projects that have already been budgeted. The detailed implementation charts include mention of any funding budgeted for general and specific improvements related to the list of strategies formed by the IWT and endorsed by the CLC.

The CAP staff also receives daily email notification of grants that become available through the City's subscription to a grants locator service called *eCivis*. This service provides notice of all federal and state grants. Those grants that may apply to the East CAP have been listed in the implementation charts and also in task folders prepared for immediate use by the CAP implementation team (CAPIT). The City Commission has also contracted with several grant writing consultants who can provide their services when the CAPIT seeks to win approval of grant funding for projects in the East CAP Area.

City Commission Implementation Plan Acceptance

By accepting the implementation plan, the City Commission recognizes that policy development, funding, staffing, and possible changes to local laws and regulations must be processed through the appropriate channels, often involving outside County and State agencies, and sometimes private interests. Direction intended or statements included in this document are the result of the CLC working through detailed plans with the Interdepartmental Work Team (IWT), and they are subject to change as the plan implementation phase of the CAP begins. Strategies should be viewed as "suggestions" based upon the best effort of the combined contributions of the stakeholders, CLC, IWT and CAP staff. The ultimate success of these strategies will not be evident until the implementation phase. Any changes to existing policies and codes necessary to implement the goals would need to follow the proper channels of the public review process.

The acceptance of this plan by the Commission should not be interpreted as an endorsement of any particular improvement or policy that may be construed herein, but it invites the opportunity for quality of life improvements to be considered for staffing, funding, and ultimately, implementation. By accepting this plan, the City Commission recognizes the intense efforts and time dedicated by the CLC members in working closely with City staff to ultimately achieve the vision of the East Area Community.

CAPIT

The CAP implementation team will be formed to take action on the various objectives and strategies after the Plan is accepted as the community's vision by the City Commission. The team will meet periodically with planning staff and other specific IWT staff to convey updates, seek guidance, and to monitor the effectiveness of the Implementation Plan effort.

EAST AREA VISION STATEMENT

“An all inclusive community situated in the heart of the Venice of America that values historic landmarks, natural treasures and a traditional sense of neighborhood, while simultaneously taking steps to enhance its attributes through the use of quality design and growth management. A vibrant, economically vital destination for a growing population, where historic charm is blended into a new urban lifestyle.”

The purpose of developing a Vision Statement is to chart the course of a community's future. A vision statement captures the values and hopes of a community, and expresses them in writing.

The CLC was responsible for developing a Vision Statement for the East Area. The vision statement is used throughout the CAP process to ensure that the Goals for the area are in line with the community's vision.

ACKNOWLEDGEMENTS

We would like to extend a thank you to the many individuals who contributed their time and effort to this process:

Community Leadership Committee (CLC):

- Aimee Barbera
- Carolyn Bodor
- Linda Brown
- Heather Davies
- Veronica DePadro
- Raymond Dettmann
- Dan Ehmke
- Lucy Fanizzi
- Joe Fellmeth
- Chris Gaus
- Kay Jenkins
- Gerald Jordan
- Richard Mancuso
- Peter Mavrick
- Magdalene Minihan
- Myrna Pototsky
- Edward Smoker
- Tom Welch

City Commissioners:

- Mayor Jim Naugle
- Vice-Mayor Dean Trantalis
- Cindi Hutchinson
- Carlton Moore
- Christine Teel

CAP Staff:

- Bruce Chatterton
- Mark McDonnell
- Ella Parker
- Mike Ciesielski
- Lisbeth Malden
- Tony Longo
- James Cromar*
- Jenni Clark*

(*former CAP staff)

Interdepartmental Work Team:

- Major Mary Negrey - Police Department
- Elizabeth Holt – Planning & Zoning Department
- Sheryl Stolzenberg - Planning & Zoning Department
- Peter Partington – Engineering Department
- Kathy Connor – Parks & Recreation Department
- Jamie Hart – Marine Facilities Department
- Karl Shallenberger – Environmental Services Division
- Rose Reed - Community Inspections Bureau
- Lindwell Bradley - Community Inspections Bureau
- Doug Gottshall – Parking Division
- John Hoelzle -Parking Division
- Chris Barton - Planning & Zoning Department
- Wayne Jessup - Planning & Zoning Department

WHAT IS THE CAP INITIATIVE?

- Community Area Planning
- Proactive, not reactive, planning process
- City Commission sponsored program
- Helps direct a community's future
- Grass roots planning
- Focus on areas, not individual neighborhoods
- Planning by the community, for the community

The Community Area Planning (CAP) Initiative is a proactive planning approach to sustain and revitalize Fort Lauderdale neighborhoods.

The CAP was proposed by the City Manager's Office and approved by the City Commission in February 1999 as a means to develop and implement community-driven input.

The CAP plans provide a framework for the targeted investment of public and private resources in the City.

The Initiative results in an understanding of the community's vision; an agreement on how to achieve and implement the vision; a document that may help to form future policy to express that vision; and identification of possible funds and resources to fulfill that vision.

WHY IS CAP NEEDED?

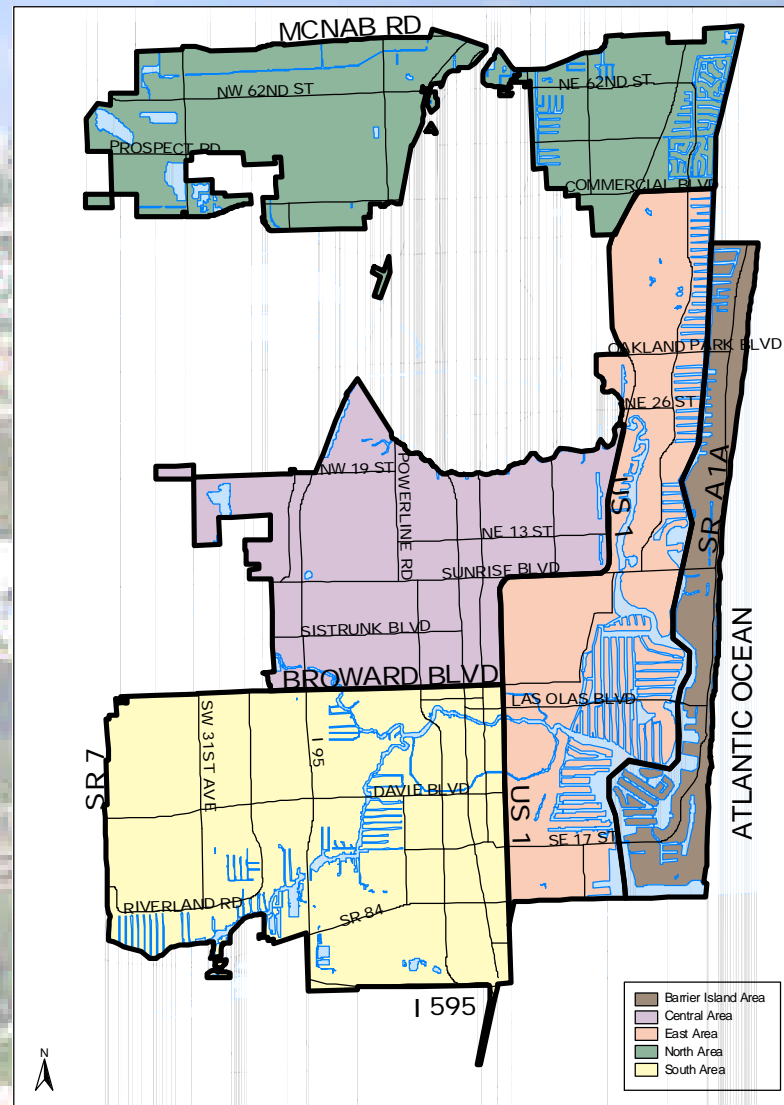
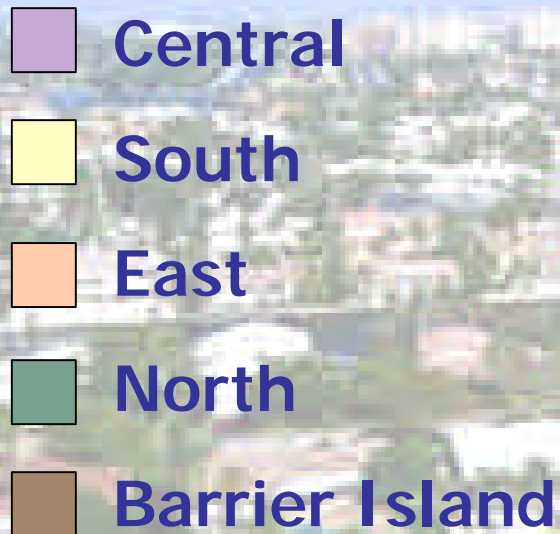
- **To change the pattern of reactive planning**
- **To coordinate separate neighborhood master plans, capital improvement projects, and redevelopment actions**
- **To minimize duplication of effort through non-coordinated planning programs**
- **To understand the needs and desires of City stakeholders**
- **To develop a common vision and a strategic plan that supports that vision**

Since the early 1920's, the City of Fort Lauderdale has been planned in a "top-down" fashion, piecemealed together through annexations, neighborhood master planning, community redevelopment plans, and reactive capital improvements.

The result of this type of planning and implementation has in some cases resulted in unbalanced growth, with little consideration of the effect on the City as a whole, or to the quality of life for the people who work and live here.

Consequently, the City has established a planning method designed to continually evaluate existing conditions and trends of the physical environment, while integrating the vision of the community.

FIVE STUDY AREAS

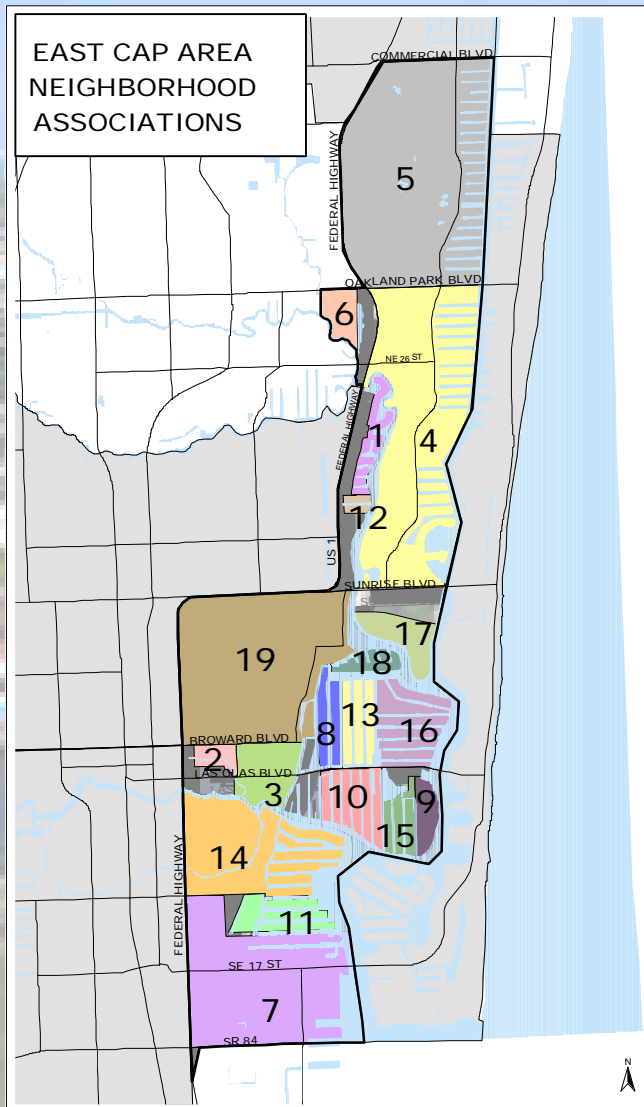


To address the unique issues and growing diversity that is facing parts of the city, planning staff divided the city into five individual community areas.

By focusing on smaller geographical areas, planners can relate to the needs of the residents while taking careful consideration to its relationship in a larger setting in terms of circulation, public services, open space, natural resources, visual image, and development efforts. The manageable size of each area allows for a more detailed analysis thus increasing the efficiency of the planning process.

Once the areas were identified, staff prioritized them based upon the volatility of the following criteria: development activity; existing CRA programs; amount of vacant properties; ongoing planning projects, crime statistics, and regional issues.

WHAT IS THE EAST AREA?



1. Bal Harbour HOA
2. Beverly Heights Association Inc.
3. Colee Hammock HOA
4. Coral Ridge Association Inc.
5. Coral Ridge Country Club Estates
6. Coral Shores Civic Association
7. Harbordale Civic Association Inc.
8. Hendricks and Venice Isles Association
9. Idlewyld Improvement Association
10. Las Olas Isles HOA
11. Lauderdale Harbours Civic Association
12. LauderGate Isles Civic Association Inc.
13. Nurmi Isles HOA
14. Rio Vista Civic Association
15. Riviera Isles Improvement Association
16. Seven Isles HOA
17. Sunrise Intracoastal HOA
18. Sunrise Key Civic Association
19. Victoria Park Civic Association

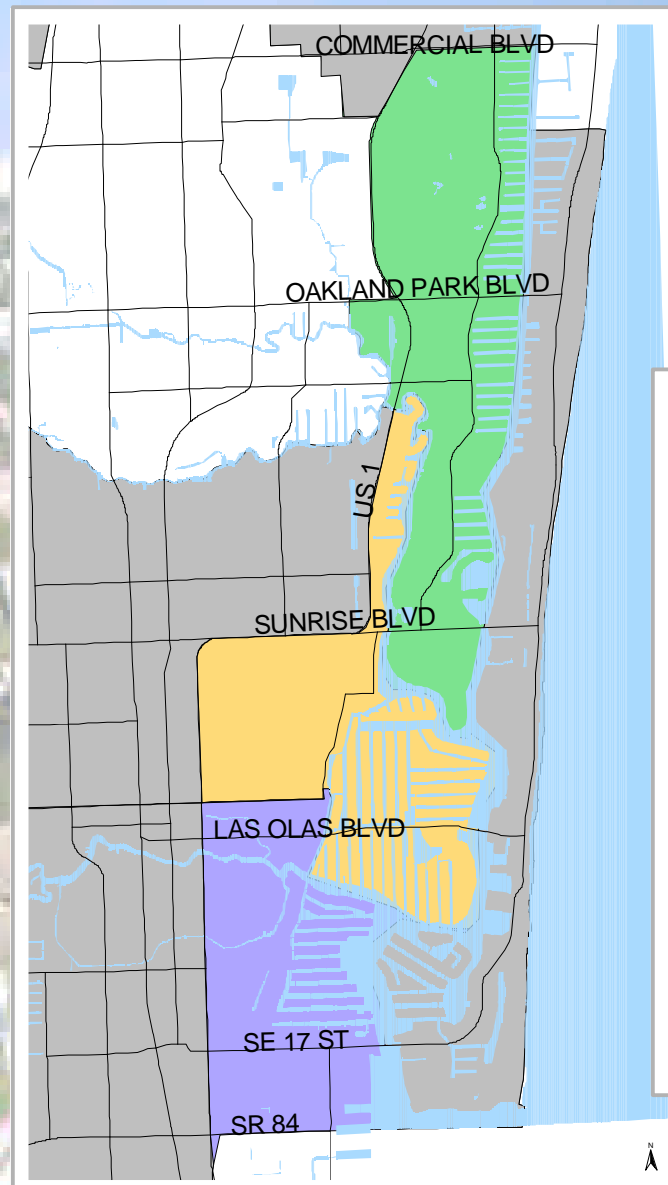
The East Area is generally bound by SR84 to the South, the Intracoastal Waterway to the East, Commercial Boulevard to the North, and Federal Highway to the West. It is made up of nineteen neighborhood and civic associations.



This symbol indicates neighborhoods that are officially recognized by the City of Fort Lauderdale.

EAST AREA COMMISSION DISTRICTS

The East Area includes portions of Commission Districts 1, 2, and 4.



DISTRICT 1

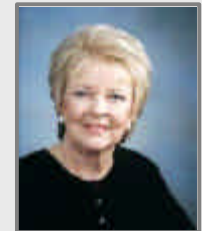
Commissioner
Christine Teel

DISTRICT 2

Vice-Mayor
Dean Trantalis

DISTRICT 4

Commissioner
Cindi Huthinson



WHO IS INVOLVED IN CAP?

■ Community-At-Large

The stakeholders of the CAP Area:

- Residents
- Business and Property Owners
- Employees
- Neighborhood & Civic Associations
- Organizations

In today's continuously evolving society, people are demanding more responsibility for the future of their community.

The CAP initiative responds to this demand by tasking the community to identify their issues and concerns, formulate a community vision, and assist in developing implementation strategies.

A benefit of the CAP Program is the coordination and organization of the individual neighborhood associations. They are the foundation for increased levels of community participation and communication.

The success of the Community Area Plan ultimately depends upon substantial input from those who live and work in the area. Thus, public participation is the primary driving force of the CAP Initiative.

WHO IS INVOLVED IN CAP?

Community Leadership Committee (CLC)

- Aimee Barbera
- Carolyn Bodor
- Linda Brown
- Heather Davies
- Veronica DePadro
- Ray Dettmann
- Dan Ehmke
- Lucy Fanizzi
- Joe Fellmeth
- Chris Gaus
- Kay Jenkins
- Gerald Jordan
- Richard Mancuso
- Peter Mavrick
- Magdalene Minihan
- Myrna Pototsky
- Edward Smoker
- Tom Welch



The Mayor and each of the four Commissioners appoint a steering body for each of the five CAP areas. Four of their appointees must be directly associated with the community area, i.e., property owner, business owner, employee, or resident.

The East Area CLC was formally appointed at the Commission Conference Meeting on July 15, 2003.

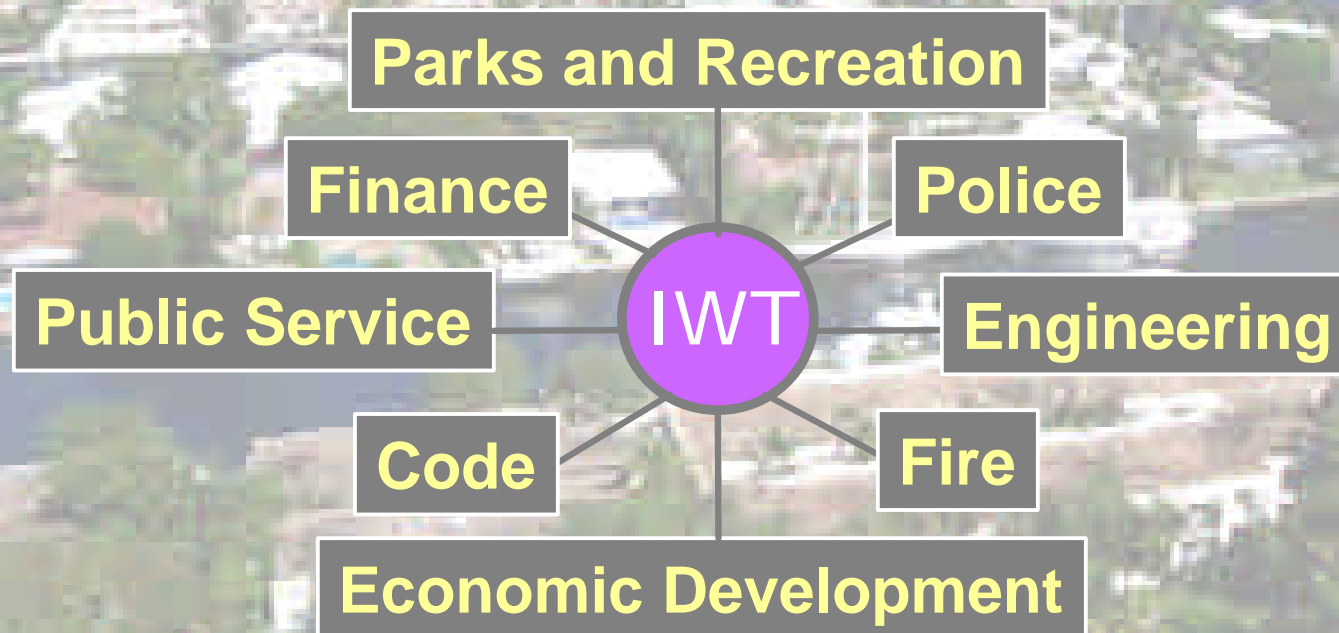
The CLC's responsibilities include the following:

- Serving as a link between the City and the Community
- Assisting in facilitating several public workshops
- Developing a vision statement for the East Community Area
- Helping to consolidate community-generated goals
- Assisting in formulating implementation strategies to attain the goals
- Monitoring the successful implementation of the Community's goals.

WHO IS INVOLVED IN CAP?

City Staff

- The Planning and Zoning Division
- Interdepartmental Work Team (IWT)



The Planning and Zoning Division is responsible for the coordination of the CAP Initiative. Efforts include notification, organization and facilitation of all public meetings and of the CAP process.

The Interdepartmental Work Team includes management-level representatives from various City Departments who assist with the formulation and execution of the goals and implementation strategies developed during the CAP Initiative.

COMMUNITY FORUM 1

June 2003 Kick-off Meetings;

- 165 Participants
- All East Area neighborhoods represented
- "10 Ingredients of a Great Community" Presentation
- Break-Out Groups
- Strengths & Weaknesses
- Challenges & Opportunities
- Group Summaries
- CLC Applications



The East CAP Area Community Workshops were held on two occasions, June 21st and 24th of 2003, to ensure that all interested stakeholders had an opportunity to attend. Over 160 community members participated and each of the nineteen East Area Neighborhood and Civic Associations were represented.

At the workshops, participants viewed a CAP presentation, which outlined the fundamental components of what constitutes a successful city.

Following the presentation, attendees were split into small groups to discuss the strengths and weakness, as well as the opportunities and challenges that affect the East CAP Area. Altogether, approximately 860 comments and ideas were expressed by the community. Attendees were also encouraged to apply to serve on the Community Leadership Committee.

COMMUNITY FORUM 2

East Area Issues deal with:

- Marine Related Activity
- Corridor Appearance
- Street System & Access
- Transit & Mobility Options
- Parking Conflicts
- Nuisances & Community Image
- Parks & Open Space
- Development & Neighborhood Integrity
- Affordability
- Government Relations
- Visionary Leadership
- Economic Base & Quality of Life*

East Area Process

On October 11, 2003, the East Area CAP stakeholders were invited to Community Forum II, where they had the opportunity to comment on issue statements jointly crafted by City staff and the Community Leadership Committee (CLC) in response to the comments generated at Community Forum I. The stakeholders also completed questionnaires to ensure that the community's vision has been accurately portrayed. The issue statements were presented by members of the CLC and received a high level of agreement from the public.

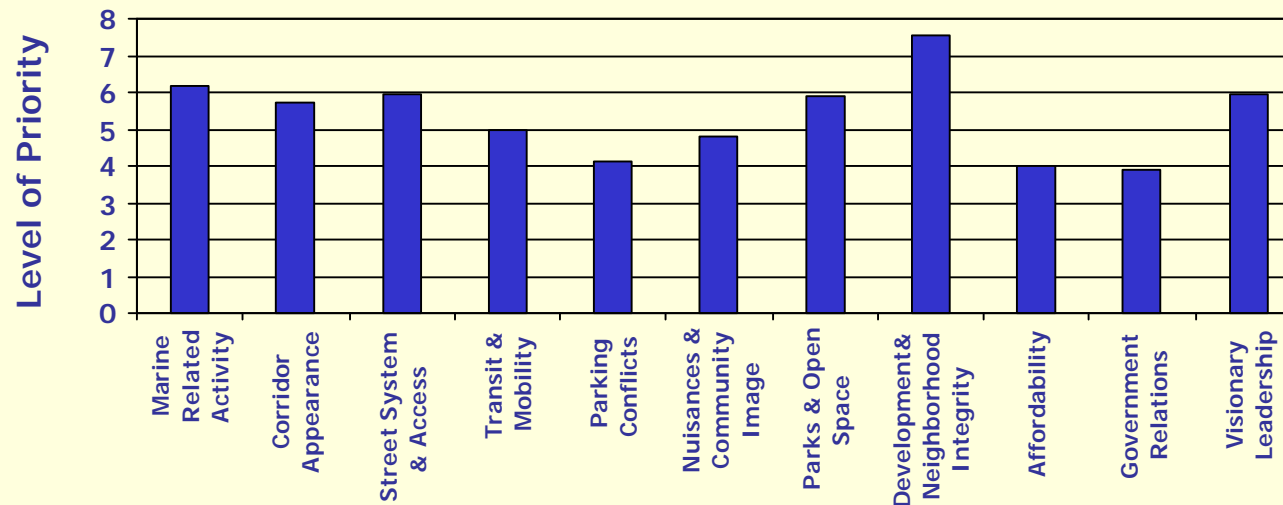


*This issue did not become part of the final Implementation Plan because of its broad regional scope.

COMMUNITY FORUM 3

Survey Results:

Goals as Ranked by East CAP Area Participants



At Community Forum III, held on February 27, 2004, participants had an opportunity to rank the 11 goals, jointly crafted by City staff and the Community Leadership Committee during their numerous meetings. Participants' input was requested to ensure that the goals, objectives, and strategies that have been developed were representative of the Community's issues and concerns.

Some of the CLC members presented the various objectives and strategies that could be used in achieving the goals.

IWT staff was present at the individual information booths to answer specific questions pertaining to topics encompassed by the goals.





WORK PROGRESS SUMMARY

- Reviewed Stakeholder Comments from Community Workshops
- Provided clarification of comments to help form Issue language
- Created East Area Vision Statement
- Developed Goals, Objectives, and Strategies as strategic solutions to the Issues
- Identified cost and time estimates, funding sources, lead entities, etc.
- Developed Implementation Proposals in line with the East Area Vision Statement

East Area Process

Since the initial workshops, the CLC and CAP staff have made significant progress towards developing the East Community Area Plan.

The CLC's original task entailed analyzing the different relationships and root problems of the various public comments received at the June 2003 workshops. The CLC helped to clarify the underlying reasons why the concerns were valid, and why they should be addressed.

The East Area Issue Statements were developed by examining the common themes in the comments that were expressed by the workshop participants. At Forum II, CLC members presented the issue statements to the community to ensure that they captured their concerns. This allowed the team to proceed in developing goals and objectives for the East Area.

At Community Forum III, stakeholders completed survey cards to rank the goals in order of their priority of future accomplishment.

Goal Formulation

11 GOALS DEVELOPED:

- Goal 1. Preserve and retain the marine industry and related uses.**
- Goal 2. Improve the image of major corridors and gateways.**
- Goal 3. Reduce cut-through traffic in residential neighborhoods, and improve traffic flow on major arterials.**
- Goal 4. Expand private and public transportation options & amenities.**
- Goal 5. Resolve parking conflicts between competing commercial and residential uses.**
- Goal 6. Prohibit vendors from street intersections.**
- Goal 7. Create a comprehensive open space system.**
- Goal 8. Preserve neighborhood character through compatible land use and design.**
- Goal 9. Attain Fort Lauderdale residency and workforce housing.**
- Goal 10. Reduce civic apathy and improve confidence in the local government process.**
- Goal 11. Develop a unified vision for the East CAP Area.**

In the following pages, the 11 goals will be represented in separate sections, with each section including a framework specific to each goal. The tables include strategies, estimated time frames, costs, funding sources, and grant possibilities.

The Community Leadership Committee, and City staff met over the course of six months to work on the composition of this implementation report. The goal formulation process is based on the following terms:

Goals

are broad statements of purpose that identify specific targets to reach or attain. The East CAP Area goals are consistent with achieving the grander vision for the area.

Objectives

are general principles worked toward in pursuit of a goal.

Strategies

are specific, measurable methods, actions or sound choices among alternative paths, intended to accomplish objectives and ultimately the goal.

Potential Funding Sources

- **Capital Improvement Plan (CIP)**
- **Public-Private Partnerships**
- **Miscellaneous Grants**
 - **eCIVIS Service**
 - **Grant Writing Service**

Throughout this report, appropriate CIP projects and funding have been applied to the East CAP Area goals and objectives, and where relevant implementation will be coordinated through ongoing initiatives.

- The City's Capital Improvement Plan (CIP) is a five year projection of expenditures to meet and manage the recognized needs for capital improvement projects. Projects eligible for CIP funding must meet the following criteria:

1. Represent a physical improvement;

2. Have an anticipated life of not less than 10 years;

3. Cost \$5,000 or more.

Sources of funding for the CIP include monies from the general fund, sales of bonds and city properties, water and sewer fees, interest earnings, and grant funding and revenues shared with other county, state, and federal agencies.

- Fort Lauderdale also utilizes eCivis, a grants locating company, to stay current on Federal, State, and other funding opportunities. Grants are updated daily and the program also assists in securing the funding.

- In addition the City recently approved contracts with vendors specializing in grant writing services, to utilize for non- public safety departments .

An aerial photograph of a city, likely Miami, showing a dense urban landscape with a river or canal winding through it. In the foreground, there is a large, modern building complex with a curved design, surrounded by greenery. The city skyline is visible in the background under a blue sky with scattered clouds.

East Area Goals

EAST AREA GOALS

Organizational Abbreviations:

BCMPO	Broward County Metropolitan Planning Organization
BCT	Broward County Transit
BDEP	Broward County Department of Environmental Protection
BURTS	Broward Urban River Trails System
DDA	Downtown Development Authority
DFLTMA	Downtown Fort Lauderdale Transportation Management Association
FDOT	Florida Department of Transportation
FIND	Florida Inland Navigation District
NCRA	Northwest Community Redevelopment Agency

Miscellaneous Abbreviations:

N/A	Not Applicable
TBD	To Be Determined

- **Marine Related Activity**



MARINE RELATED ACTIVITY



When you envision the East Area, you may think of its relationship to the water. The Intracoastal Waterway and the vast system of canals allow everything from mega yachts and sailboats, to jet skis and canoes to navigate within our beautiful City.

However, there is a strong concern that the waterways alone cannot continue to be the single amenity that support and drive the extensive marine industry.

Waterfront marinas are gradually being replaced with residential developments, and areas reserved for docking and boat storage seem to slowly be diminishing.



MARINE RELATED ACTIVITY

Issue:

“Fort Lauderdale prides itself on being the yachting capital of the world, but is increasingly losing opportunities to retain, preserve and expand the marine industry, its related uses, and access to the waterways, due to high land values and the market forces that do not favor marine related waterfront development.”

Goal 1. Preserve and Retain the Marine Industry and Related Uses

Objective 1.
Evaluate current deficiencies of marine-related uses in the East CAP Area.

Objective 2.
Consider new marine-related opportunities that conform to the current zoning laws and are appropriate for the area.

Objective 3.
Examine compatibility conflicts between marine businesses and adjoining residential properties.



Goal 1. Preserve and Retain the Marine Industry and Related Uses

IWT: Jamie Hart, Marine Facilities, Tel: 828-5423

Alternate: Tony Longo, Planning & Zoning, Tel: 828-8960

Other resources: Dr. Lenore Alpert, Center for Urban and Environmental Solutions, FAU, Tel: 762-5255

Objective 1. Evaluate current deficiencies of marine-related uses in the East CAP Area

Strategy A: Evaluate shortages of publicly accessible marinas.

Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/ Coordinate with:
Short-term	TBD	N/A	N/A		

Comments: During the implementation phase, it will be necessary to update the current inventory of publicly accessible marinas, specifically as it relates to permissible uses in the East CAP Area that do not infringe on residential areas. An inventory of publicly accessible marinas in Broward County is available. However, this information needs to be updated.

Strategy B: Determine current availability of dry stack boat storage & identify potential sites for this type of storage in areas already zoned for this use.

Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Ongoing	\$ 0	N/A	N/A	Track "Working Waterfront Protection Act" ¹	
Short-term	TBD	N/A	N/A	Dry Stack Survey	Marine Advisory Board

Comments: ¹ Track current bill before State legislators "Working Waterfront Protection Act," which calls for a statewide study of marinas.

Strategy C: Evaluate the appropriateness of expanding recreational uses of the waterways.

Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Short-term	\$ 50,000 (est.)	N/A		Study needs to be done on "new waterway uses" ²	Marine Advisory Board City Parks & Recreation Dept.

Comments: ² To assess waterway activities, i.e. rowing, kayaking, canoeing, and how to accommodate them (e.g. storage for rowing shells in George English Park). FAU's Urban & Environmental Solutions Center may be able to perform the study.

Strategy D: Assess the need for transient docking only where the current zoning laws allow and pump-out facilities, parking, and access to navigable waterways is available.

Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Short-term	\$ 0 (assuming costs are absorbed by other entities)	N/A	N/A	A study of "Transit Boaters" could help to identify needs	Marine Advisory Board; City Marine Facilities Division; Planning Dept.

Goal 1. Preserve and Retain the Marine Industry and Related Uses

Objective 2. Consider new marine-related opportunities that conform to the current zoning laws and are appropriate for the area.

Strategy A. *Retain the ownership of public lands that are accessible to the waterways.*

Strategy B. *Evaluate current land use regulations and zoning along the waterways and identify barriers that prohibit the redevelopment of marine-related uses.*

Comments: This strategy does not intend to promote the encroachment or intrusion of commercial marine-related activities within residential zones and/or residential neighborhoods.

Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Mid-term/ long-term	TBD	N/A	N/A		City Planning Dept; Marine Advisory Board

Strategy C. *Improve navigability of waterways so that larger vessels can be accommodated.*

- Ascertain the appropriateness of dredging waterways
- Explore the feasibility of opening access to the Middle River north of the Sunrise Blvd. Bridge (i.e. swing bridge, drawbridge, tunnel, etc.)

Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Short-term	TBD	Waterways Dredging	Broward County Marine Facilities Grant		Florida Inland Navigation District; Army Corps of Engineers
Long-term (tunnel or bridge over the Middle River) ³	TBD	N/A			Florida Dept. of Transportation; City Engineering Dept; City Marine Facilities Division

Comments: ³ Boating access to the upper reaches of the Middle River above the E. Sunrise Blvd. corridor received overwhelming support from stakeholders at the June, 2003 workshops.

Strategy D. *Consider the appropriateness of accommodating small boats in designated day docking areas, during special events.*

Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Mid-term	TBD	Marine Facilities Recapitalization (for repair of existing pilings only)	Broward County Marine Facilities Grant		City Marine Facilities Division

Comments: This strategy does not intend to promote the encroachment or intrusion of commercial marine-related activities within residential zones and/or residential neighborhoods.

Strategy E. *Coordinate City efforts with the County and other relevant agencies*

Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Ongoing	TBD (staff time)	N/A	N/A		South Florida Regional Planning Council; Broward County

Goal 1. Preserve and Retain the Marine Industry and Related Uses

Objective 3. Examine compatibility conflicts between marine businesses and adjoining residential properties

Strategy A. *Assess the effectiveness of current marine-related city codes.*

(coordinate with the City's Marine Advisory Board, Planning & Zoning Board, and Board of Adjustment)

Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Short-term	TBD ⁴	N/A	N/A		City Planning Dept; Code Enforcement Dept.

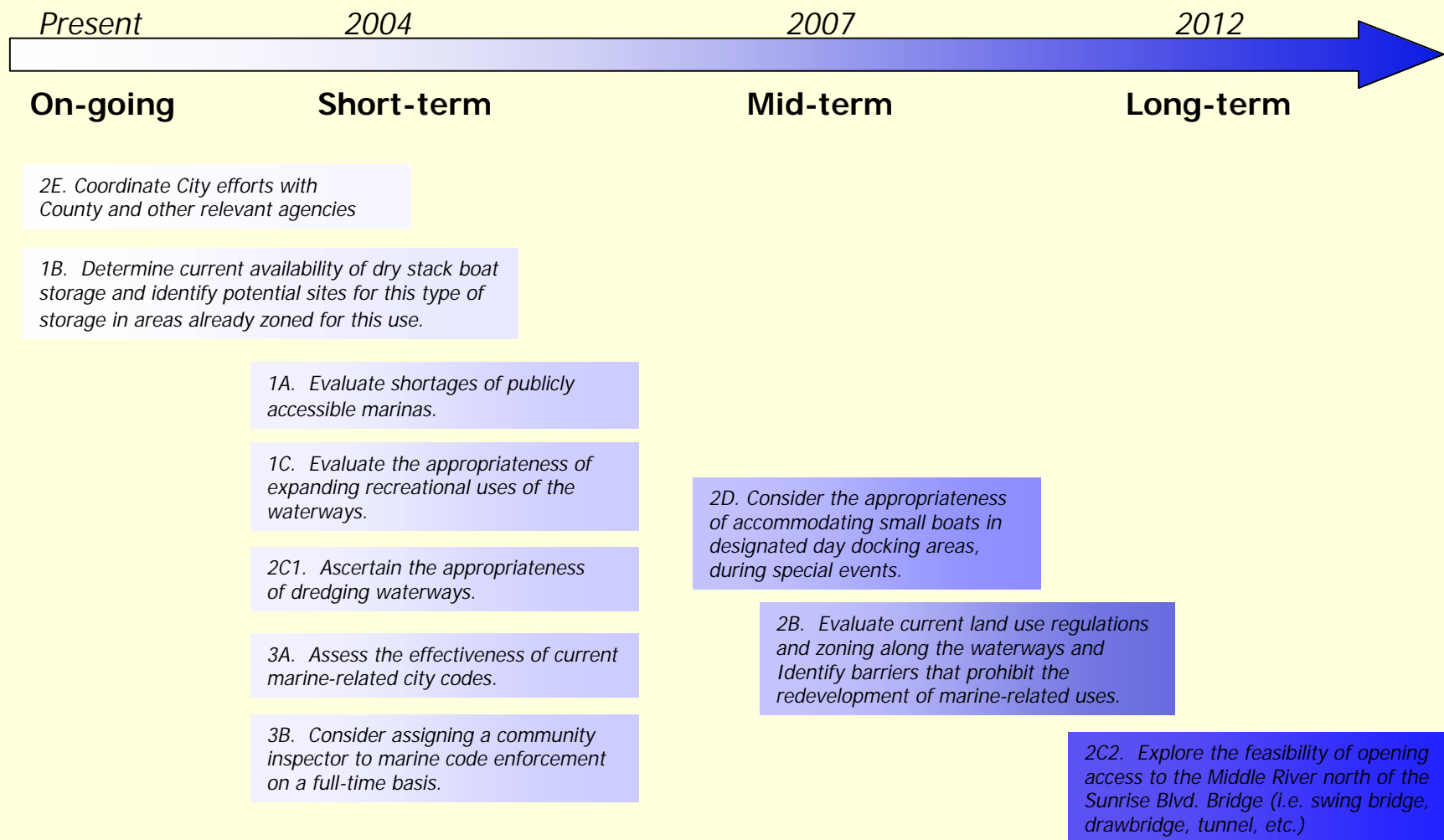
Comments: ⁴ Projected costs should include staff time to review codes and possibly propose code revisions

Strategy B. *Consider assigning a community inspector to marine code enforcement on a full-time basis.*

Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Short-term	\$ 40,000 (est.)	N/A	N/A		City Code Enforcement Dept.

Comments: Research how other cities resolve similar issues.

Goal 1. Preserve and Retain the Marine Industry and Related Uses



- **Marine Related Activity**
- **Corridor Appearance**



CORRIDOR APPEARANCE



The major roadways within the East Area function as gateways into the City and its neighborhoods. However, many of these corridors lack a distinct image that sets Fort Lauderdale apart and distinguishes its communities.

Along many major East Area corridors, there is insufficient tree canopy and a lack of landscaped medians. Many poorly maintained buildings are visible along the street fronts, and there are minimal decorative and functional streetscape elements such as benches, lamps and trash receptacles.

All of these missing elements also create an uncomfortable pedestrian environment and discourage walking within the East CAP Area.



CORRIDOR APPEARANCE

Issue:

“Fort Lauderdale’s major corridors and gateways are missing important streetscape elements such as decorative lighting, street furniture and native landscaping, resulting in an unattractive and unimpressive image of our City and an uncomfortable environment for our pedestrians.”

Goal 2. Improve the Image of Major Corridors and Gateways

Objective 1. Establish a steering committee, comprised of city staff and neighborhood individuals, to determine which prominent corridors and gateway locations need improvements

Objective 2. For the corridors and gateways identified in Objective # 1, identify which corridors do not have established design guidelines

Objective 3. Establish a committee to determine intersection and design guidelines for corridors that do not have them established

Objective 4. Review existing design guidelines at corridors that have established guidelines



Goal 2. Improve the Image of Major Corridors and Gateways

IWT: Chris Barton, Planning & Zoning, Tel: 828-5849

Alternate: Wayne Jessup, Planning & Zoning, Tel: 828-4346

Other Resources: Dave Gennaro, Construction Services (Landscaping), Tel:828-5200, Gene Dempsey, Parks & Recreation, Tel: 828-5785

Objective 1. Establish a steering committee, comprised of City staff and neighborhood individuals to determine which prominent corridors and gateway locations need improvements

- . E. Sunrise Blvd.
- . E. Las Olas Blvd. (east of SE 12th Ave.)
- . SE 17th Street
- . US 1
- . E. Oakland Park Blvd.
- . E. Commercial Blvd.
- . E. Broward Blvd. (east of US 1)
- . US 1 and State Road 84
- . SE 17th Street and US 1

Strategy A: *Identify specific corridors and gateways.*

(including ones identified through stakeholder comments)

Time Frame	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
short-term (E. Sunrise design study)	TBD	Business Capital Improvement Program	Transportation Enhancement Funds; Broward Beautiful	FDOT upgrade of E. Sunrise Corridor	
mid-term (E. Las Olas design study)	TBD	Business Capital Improvement Program	Transportation Enhancement Funds; Broward Beautiful		
mid-term (SE 17 th St. design study)	TBD	Business Capital Improvement Program	Transportation Enhancement Funds; Broward Beautiful	FDOT upgrade of US 1 (intersection of SE 17 th Street and US 1)	FDOT
long-term (US 1 design study)	TBD	Business Capital Improvement Program	Transportation Enhancement Funds ; Broward Beautiful	FDOT upgrade of US 1 (intersection of US 1 and SE 17 th Street)	FDOT

Comments: Any master plan or design study reviewing the US 1 corridor should incorporate BOTH east and west sides of US 1 and include neighboring communities. Interdistrict corridor design guidelines for SE 17th Street and US 1 north of Sunrise Blvd. need to be established.

Currently, there is an FDOT project aimed at improving the US 1 /SE 17th Street Intersection. Additional funding could come from a self-assessment of business owners along a specific commercial corridor (see S. Andrews Business District Study). The IWT has recommended that street design studies and master plans for the major corridors in the East CAP Area be given the following priority:

1. E. Sunrise Blvd. Master Plan
2. E. Las Olas Blvd. (it is likely that development pressure will increase to expand the entertainment area further east on E. Las Olas)
3. SE 17th Street Corridor
4. US 1 (south of Kinney Tunnel).

Goal 2. Improve the Image of Major Corridors and Gateways

Objective 2. For the corridors/gateways identified in Objective # 1, identify and delineate which corridors do not have established guidelines

Strategy A: Review design standards.

Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Immediate	TBD (staff time)	N/A	N/A		City Planning & Zoning Dept.

Objective 3. Establish a committee to determine intersection and design guidelines for corridors that do not have them established

Strategy A: Consider appropriate designs and setbacks.

Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Short-term/ Mid-term	TBD	N/A			City Planning & Zoning Dept.

Comments: The IWT recommends that this strategy be done concurrently with the development of a Master Plan or Corridor Plan.

Strategy B: Determine which section(s) of SE 17th Street /US 1 are included in the "Inter-district Corridor" guidelines.

Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Immediate	TBD (staff time)	N/A	N/A		City Planning & Zoning Dept.

Objective 4. Review existing design guidelines at corridors that have established guidelines

Strategy A: Determine which section(s) of US 1 is included in the RAC guidelines for "Image Streets" and Downtown Master Plan.

Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Immediate	TBD (staff time)	N/A			City's Planning & Zoning Dept.

Strategy B: Apply streetscape, median landscaping.

(utilize xeriscaping, install cost-saving irrigation measures, i.e. automatic shut-off devices)

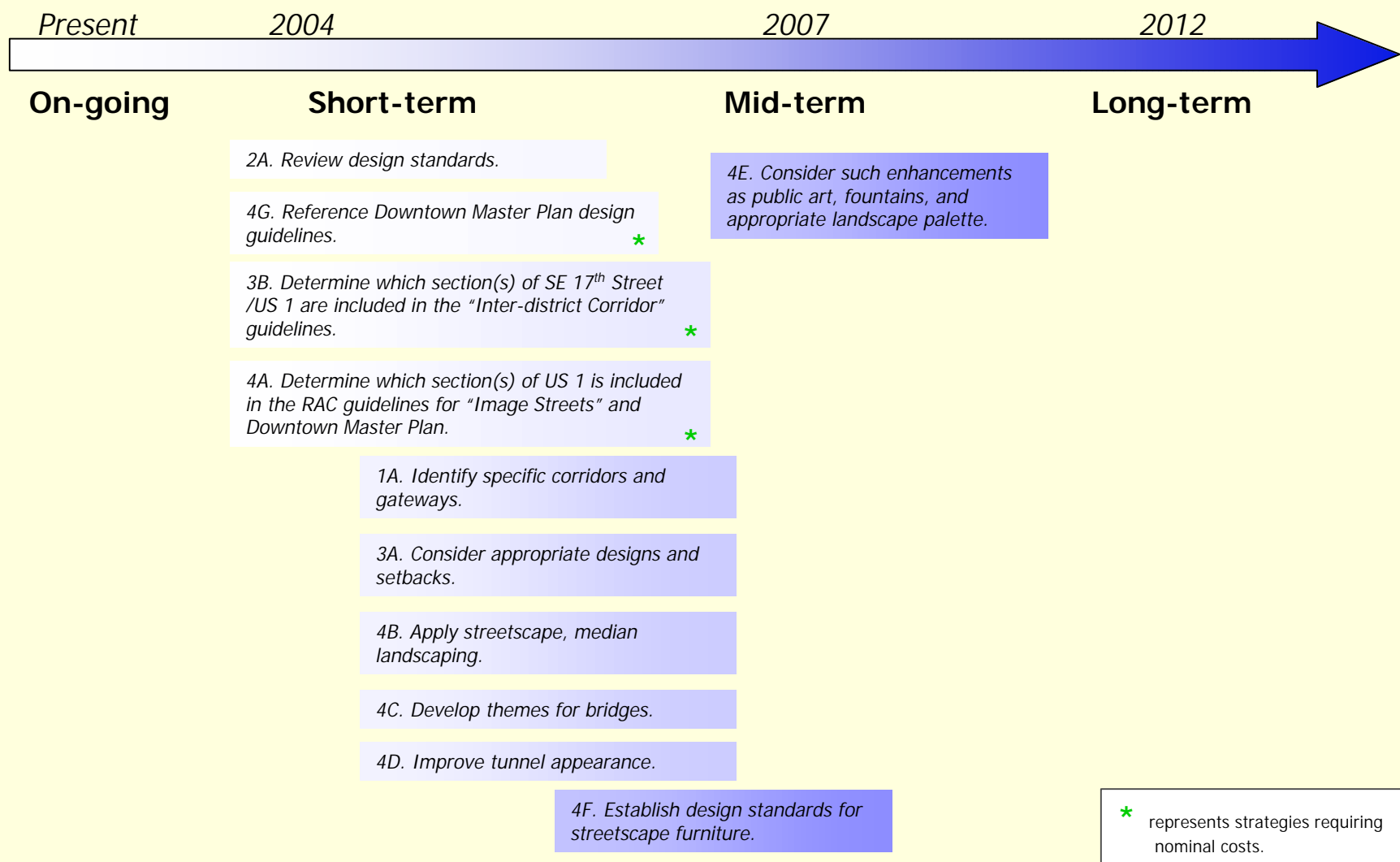
Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Short-term	TBD (inspection of sites for landscape code compliance)	N/A	N/A	City's Retro VUA Landscape Project ¹	City Planning Dept; (Landscaping)
Short-term/ mid-term	TBD (approx. \$350/sq. ft. to landscape a typical street cross-section)	Neighborhood Beautification (Community Development Block Grant)	Transportation Enhancement Funds (max: \$ 500,000); Broward Beautiful Grants; Florida Highway Beautification Grants; Urban & Community Forestry Grant (see <i>E-Civis</i>)	Business Beautification Projects	

Comments: Both xeriscaping and irrigation are required by Code. ¹ In the short-term, the goal should be to bring any non-compliant properties that abut the designated corridors up to the Vehicular Use Area (VUA) Code requirements (similar to what had been done on designated City corridors in 1999-2000.)

Goal 2. Improve the Image of Major Corridors and Gateways

Strategy C: <i>Develop themes for bridges.</i>					
Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Short-term	TBD	N/A	N/A		Private design companies
Comments: Design competition to develop themes/entranceway identifications for bridges that would enhance the experience of traveling over a bridge, such as lights, landscaping, and pillars.					
Strategy D: <i>Improve tunnel appearance.</i> (paint, clean, design)					
Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Short-term	TBD	N/A	N/A		Private design companies; FDOT
Comments: The IWT has suggested that, in addition to the maintenance of the tunnel itself, the CAPIT may wish to consider a design competition among private design companies regarding the entranceway or theme(s) for the tunnel. (see comments under Strategy "C" above)					
Strategy E: <i>Consider such enhancements as public art, fountains, and appropriate landscape palette.</i> (specific flowers, shrubs, trees, etc.)					
Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Mid-term	\$ 0	N/A		Public Art Design (see Broward Co. Ord. # 95-20) ; Florida Highway Beautification Grant	Broward County
Comments: Broward Co Public Art Design Fund I was created from Ord. # 95-20. The ordinance states that developers are assessed an impact fee and that 2 % of eligible construction costs are earmarked for funds that go to the Broward Co. Cultural Division for public art design.					
Strategy F: <i>Establish design standards for streetscape furniture.</i>					
Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Short-term/ Mid-term	TBD				
Comments: Recommendations for design standards should be made through Master or Corridor Plans.					
Strategy G: <i>Reference Downtown Master Plan design guidelines.</i>					
Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Ongoing/ Immediate	N/A	N/A	N/A	Downtown Master Plan	City Planning & Zoning Dept.
Comments: All prospective design standards for corridors, especially the US 1 Corridor between Davie Blvd. and Sunrise, E. Sunrise Blvd., and Las Olas Blvd., should reference the Downtown Master Plan Design Guidelines.					

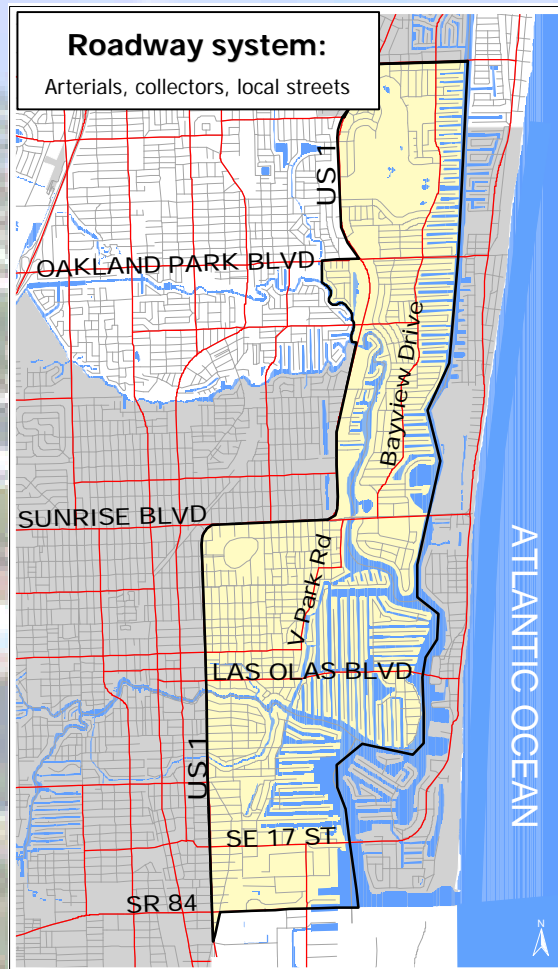
Goal 2. Improve the Image of Major Corridors and Gateways



- **Marine Related Activity**
- **Corridor Appearance**
- **Street System & Access**



STREET SYSTEM & ACCESS



The street system in Fort Lauderdale is laid out via an inter-connected grid pattern that provides good connectivity and orientation throughout its neighborhoods. It also allows for quick and easy access to major focal points.

However, traffic on major roads is not moving effectively due to increased volumes and various other obstacles such as street closures, mis-timed traffic signals, and the timing of train crossings and bridge openings.

Consequently, many motorists choose to cut through residential neighborhoods because of the delays on major arterials.

An aerial photograph of a city, likely San Francisco, showing a river, a bridge, and various buildings. The image is slightly blurred and has a blue tint.

STREET SYSTEM & ACCESS

Issue:

“Motorists choose to cut through residential neighborhoods because of the delays on major arterials caused by restricted access, roadway engineering, poor signal timing, and increased volumes due to development patterns. ”

Goal 3. Reduce Cut-through Traffic in Residential Neighborhoods, and Improve Traffic Flow on Major Arterials.

Objective 1.
Improve mobility on
major roads

Objective 2. Utilize
appropriate traffic
calming measures



Goal 3. Reduce Cut-through Traffic in Residential Neighborhoods, and Improve Traffic Flow on Major Arterials

IWT: Peter Partington, Engineering, Tel: 828-5761

Objective 1. Improve mobility on major roads					
Strategy A: <i>Examine obstacles that impede traffic flow, such as bridge openings, railroad crossings, and unsynchronized traffic signals.</i>					
Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Mid-term	\$500,000 (cost estimate based on likely need for additional technology)	Misc. Safety Improvements; Misc. Transportation Projects; Traffic Studies and Planning; Railroad Crossings Recapitalization	Transportation Improvements Program	Intracoastal Bridge Information System; Broward Co. Intelligent Transportation System (see comments)	FDOT; FIND
Comments: Broward County's Intelligent Transportation System (ITS) Initiative is aimed to improving the ability of traffic control systems to operate in "real time", i.e. reacting to changing traffic conditions as they occur.					
Strategy B: <i>Evaluate current levels of service, intersection geometry, stacking, etc.</i>					
Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Long-term	TBD	Traffic Studies and Planning; Misc. Roadway Safety Improvements	Transportation Improvement Programs	Long-Range Transportation Plan; City Comprehensive Plan	BCMPO; FDOT; DDA
Comments: The Broward County concurrency system links levels-of-service with development impact. Most of the City is in an exemption area.					
Strategy C: <i>Provide clear, appropriate signage to direct motorists to special attractions.</i>					
Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Mid-term	TBD (depending on type, size of signage)	Traffic Studies and Planning; Misc. Roadway Safety Improvements	Transportation Improvement Programs		DDA
Comments: This process may require changes to existing standards and policies regarding signage.					

Goal 3. Reduce Cut-through Traffic in Residential Neighborhoods, and Improve Traffic Flow on Major Arterials

Objective 2. Utilize appropriate traffic calming measures

Strategy A: *Install traffic calming techniques where applicable.*

- Small traffic circles
- Narrow streets with on-street parking
- Bulb-outs
- Speed humps

Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Mid-term/ Long-term	\$ 2,000,000 (est.)	Misc. roadway safety improvements; Misc. transportation projects	Transportation Improvement Program enhancements	Harbor Beach Civic Assn. Initiative (see comments)	FDOT; Broward County

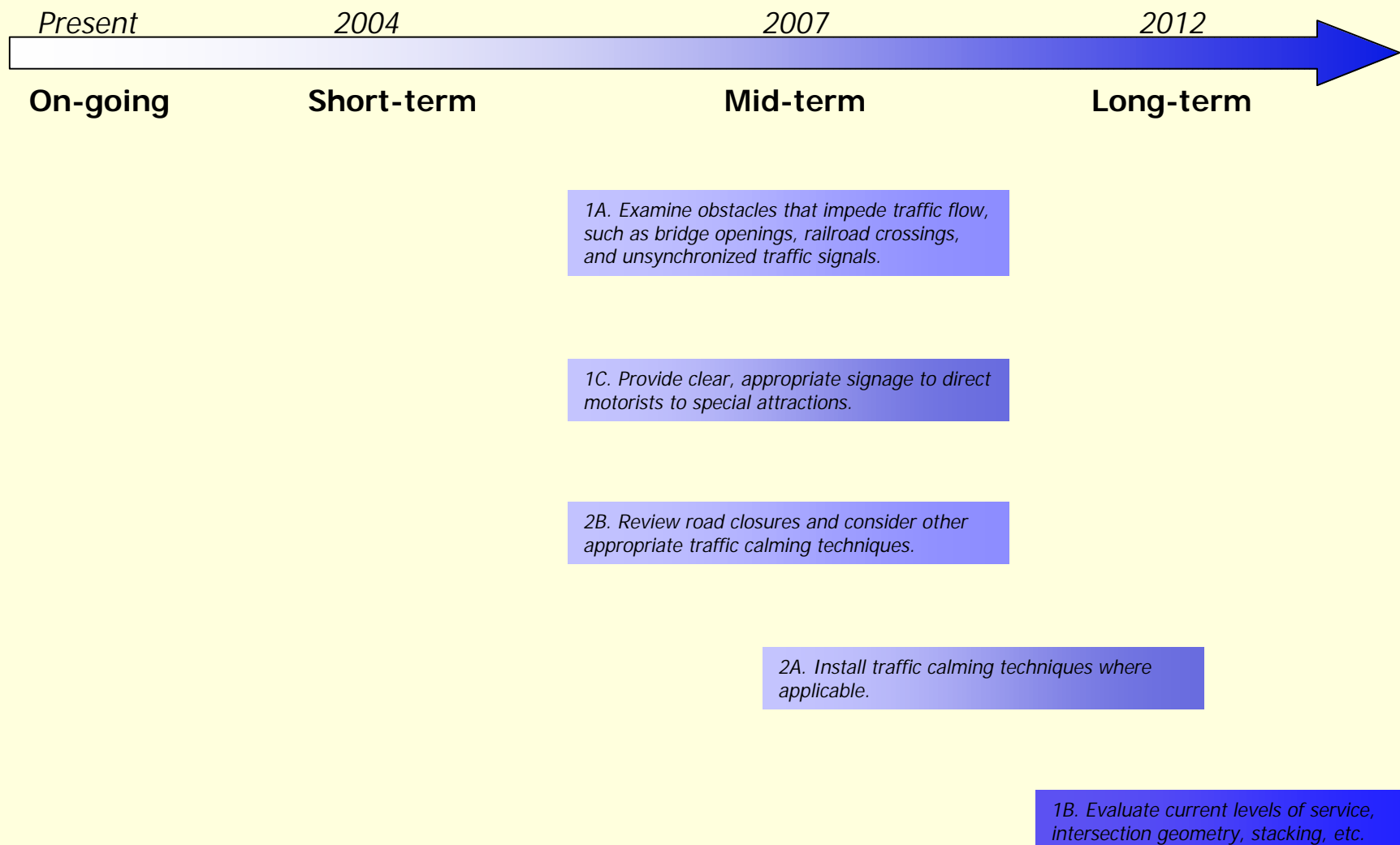
Comments: The Harbor Beach Civic Assn. has added several traffic calming measures through its community, including diverters and roundabouts. This Initiative was partly funded through a self-assessment approved by the Civic Association members. It is the IWT's opinion that an overall plan for the neighborhoods is preferable to individual initiatives.

Strategy B: *Review road closures and consider other appropriate traffic calming techniques.*

Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Mid-term	\$ 100,000 (est.)	Misc. Roadway Safety Improvements; Traffic Studies and Planning; Road Closure Projects	Transportation Improvement Program Enhancements	Crime Prevention Through Environmental Design ("CPTED") see comments	City of Fort Lauderdale Police Dept.

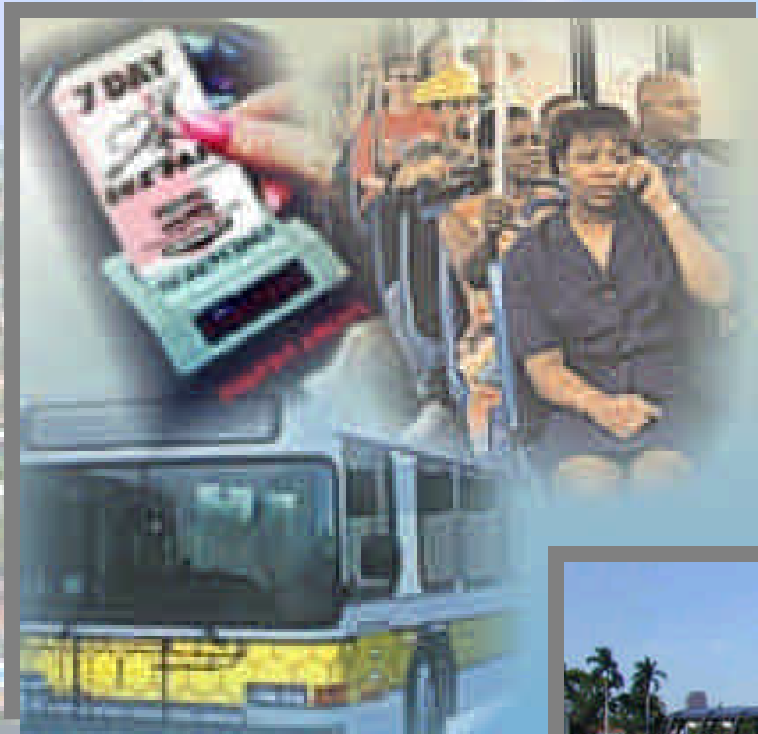
Comments: Many road closures in the City have been closed for security reasons rather than for traffic calming.

Goal 3. Reduce Cut-through Traffic in Residential Neighborhoods, and Improve Traffic Flow on Major Arterials



- 
- An aerial photograph of a coastal city. A wide river flows through the center, with a bridge crossing it. The city is densely packed with buildings, mostly multi-story structures. In the foreground, there are some lower-rise buildings and green spaces. The sky is blue with some clouds. The text is overlaid on the left side of the image.
- Marine Related Activity
 - Corridor Appearance
 - Street System & Access
 - Transit & Mobility Options

TRANSIT & MOBILITY OPTIONS



Fort Lauderdale residents rely largely on vehicles to bring them to their desired destinations. While some alternate options of transportation, such as the *Water Bus*, *City Cruiser*, and a few bicycle and pedestrian networks exist, the alternatives are limited.

The East Area community also voiced concerns about the lack of bicycle and pedestrian networks and related items such as the need for improved sidewalks, and more trails, walkways, benches and bicycle racks.

It is difficult to improve road mobility and lessen the dependency on cars when there is no integrated, multi-modal transportation system present that offers attractive, efficient, safe and convenient choices.

An aerial photograph of a city, likely San Francisco, showing a dense urban area with a river and a bridge in the background. The sky is blue with some clouds.

TRANSIT & MOBILITY OPTIONS

Issue:

“Insufficient public transportation amenities and inadequate pedestrian and bike related infrastructure result in limited mobility options that promote a reliance on the automobile, leading to subsequent road congestion.”

Goal 4. Expand Private and Public Transportation Options and Amenities



Objective 1. Identify available transportation choices

Objective 2. Develop a comprehensive, multi-modal transportation system

Objective 3. Encourage pedestrian and other non-vehicular alternatives

Goal 4. Expand Private and Public Transportation Options and Amenities

IWT: Peter Partington, Engineering Tel: 828-5761

Outside Resources: Mark Horowitz, Broward Co. transportation planner Tel: 519-1497; James Udvardy, project director, S. Fla. Commuter Service Tel: 1-800-234-RIDE
Robert Roth, Broward Co. Transportation Director Tel: 355-8400; Paul Carpenter, T.M.A. Tel: 761-3543; Jennifer Schaufele, M.P.O. director Tel: 355-6609; Jihad El Eid, Broward County Traffic Engineering Tel: 484-9600; Mike Ronskavitz, Broward Co. Mass Transit Division Tel: 357-8342

Objective 1. Identify available transportation choices

Strategy A: Evaluate public transportation system and routes.

Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Immediate	TBD (staff time to review studies)	N/A		Regional Commuter Assistance Program/ South Florida Commuter Services	FDOT
Short-term	\$ 65,000 (est.)	N/A	Federal Transportation Administration; Transportation Improvement Programs (up to \$ 500,000 available for downtown and related projects)	Downtown Master Plan; City Comprehensive Plan	FDOT; DDA; BCT

Comments: South Florida Commuter Services is a regional commuter assistance program funded by the Florida Dept. of Transportation ("FDOT") that provides free Transportation Demand Management assistance to commuters and employers in South Florida. Transportation choices in and around the downtown and beach areas will be expanded in the near future as a result of the Downtown Development Authority, Broward County, and City initiatives, and will utilize the DFLTMA (Downtown Fort Lauderdale Transportation Management Association).

Strategy B: Examine established or planned bike routes and pedestrian trails.

Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Short-term	\$ 30,000	N/A	Transportation Improvement Program Enhancements; Bikes Belong Coalition Program (see <i>E-Civis</i>)	Greenways Master Plan; City Comprehensive Plan; Bicycle Suitability Plan	BCMPO

Comments: Coordinate efforts with Broward County's *Greenways Initiative*.

Goal 4. Expand Private and Public Transportation Options and Amenities

Objective 2. Develop a comprehensive, multi-modal transportation system

Strategy A: Determine transportation modes and identify connection gaps.

(Tri Rail, FEC, Airport, Waterbus)

Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Mid-term	\$ 250,000 (est.)	N/A	Transportation Improvement Program; FTA; Allocation for Transit Planning and Research Programs (see E-Civics)	City Comprehensive Plan; Downtown Master Plan; Long Range Transportation Plan	Tri-Rail; Port Authority ; BCMPO; FDOT; DDA; BCT

Comments: Proposed plans should build on the Downtown Master Plan. (A sub-area Mobility Study for the Downtown has been done through the Downtown Development Authority).

Strategy B: Create connections where they do not exist.

Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Long-term	TBD (\$ 1,000,000 +)	N/A	Transportation Improvement Program; FTA	City Comprehensive Plan; Long-Range Transportation Plan	Tri-Rail; Port Authority; BCMPO; FDOT; DDA; BCT

Comments: Requires specific examination of inter-modal opportunities.

Objective 3. Encourage pedestrian and other non-vehicular alternatives

Strategy A: Establish appropriate transit service options by coordinating efforts with Broward County and the State of Florida.

Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Immediate	\$ 0 (funded by FDOT)	N/A		Regional Commuter Assistance Program/ S. Florida Commuter Services	FDOT;
Mid-term	TBD	N/A	Transportation Improvement Program; FTA	TMA Plan; Long-Range Transportation Plan	BCMPO; BCT; FDOT

Goal 4. Expand Private and Public Transportation Options and Amenities

Strategy B: *Create a comfortable and safe pedestrian environment with attractive amenities*

- Wider pedestrian & bike paths
- Shaded, well-maintained continuous sidewalks
- Covered bus shelters (with conveniently located trash receptacles)
- Security lighting
- Benches (non-metal)
- Kiosks (on both sides of the river at bridges)
- Public restrooms along Las Olas Blvd. (with appropriate directional signage)
- Pedestrian bridge over the New River

Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Long-term	Varies (depending on scope)	Sidewalk, Streetlight Recapitalization	Transportation Improvement Program Enhancement Funds	Broward Co. Greenways Plan; Long-Range Transportation Plan; City Comprehensive Plan; Downtown Master Plan	BCMPO; FDOT; Broward Urban & Regional Transportation System

Comments: Opportunities to achieve this strategy will become available as redevelopment occurs.

Strategy C: *Ensure pedestrian safety by adding well-designed crosswalks and enforcing traffic and pedestrian laws.*

Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Mid-term	Varies (depending on work done)	Misc. Roadway Safety Improvements; Misc. Transportation Projects	Transportation Improvement Program; Federal Dept. of Transportation and Safety Initiative Grants Program	Federal Dept. of Transportation Safety Programs; Downtown Master Plan	City of Fort Lauderdale Police Dept; FDOT

Comments: May require some changes to certain standards and policies.

Strategy D: *Improve the timeliness and synchronization of public transportation.*

Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Mid-term/long term	TBD	N/A	FTA	Broward Co. Initiatives for Transit; Broward County Transit Development Plan; Broward Co. Master Plan	BCT

Strategy E: *Expand City Cruiser¹ service.*

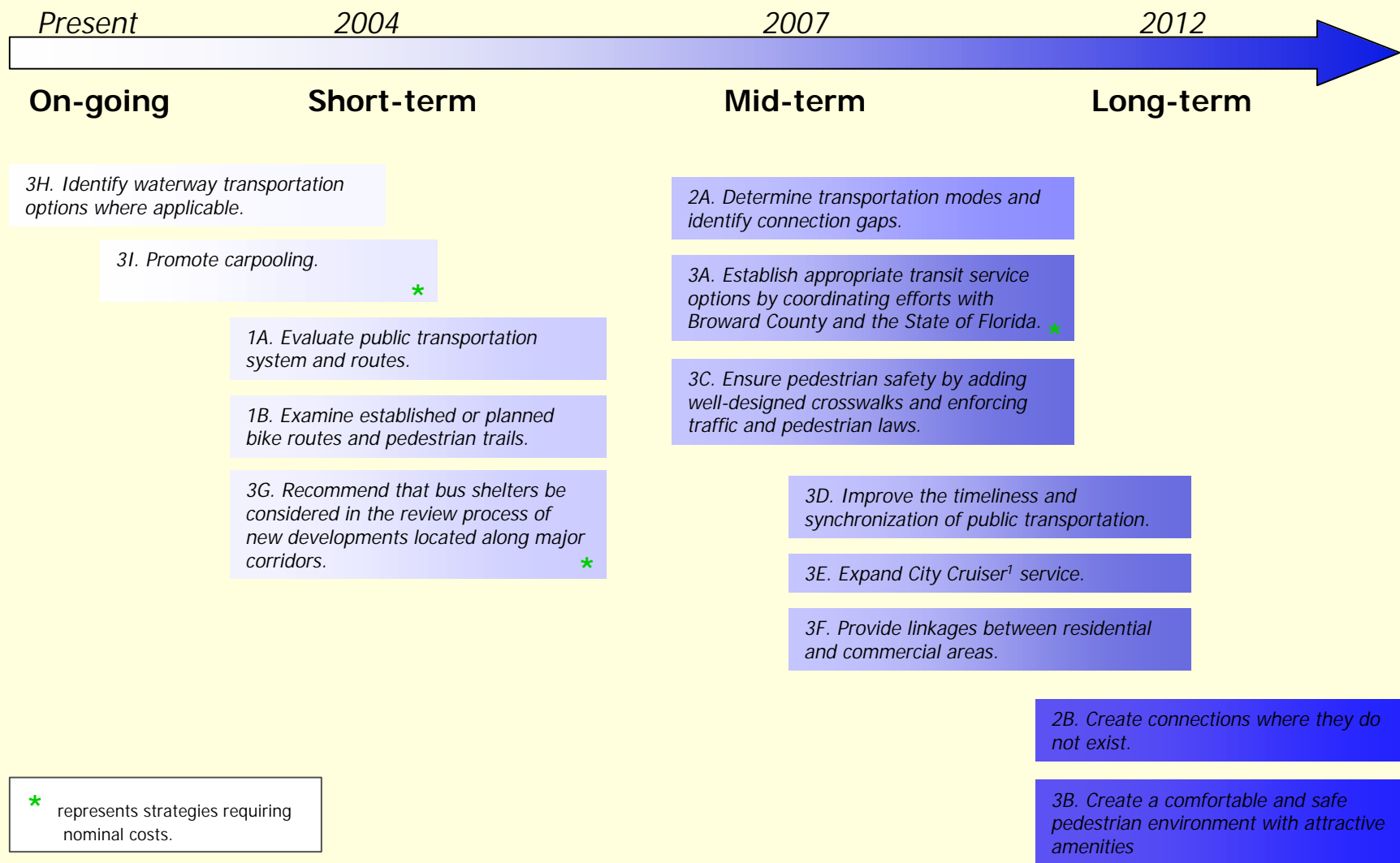
Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Mid-term/long term	\$ 500,000 (est.)	N/A	FTA; Contributions from the Private Sector	Sub-area mobility study; Downtown Development Authority	DDA; TMA

Comments: ¹ *City Cruiser* is a bus service that connects key downtown locations including Las Olas Riverfront, as well as connecting downtown to the beach via Las Olas Boulevard. *City Cruiser* also provides a park and ride shuttle service operating between Lauderdale Lakes Marketplace and downtown Fort Lauderdale. Expansion of *City Cruiser* services is imminent following the award of a TMA grant.

Goal 4. Expand Private and Public Transportation Options and Amenities

Strategy F: <i>Provide linkages between residential and commercial areas.</i>					
Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Mid-term	TBD	Traffic Studies & Planning	Transportation Improvement Program; FTA	Long Range Transportation Plan; City Comprehensive Plan	BCMPO; DDA
Long-term	TBD			Downtown Development Authority Master Plan	BCMPO
Comments: Redevelopment provides an opportunity for private sector assistance.					
Strategy G: <i>Recommend that bus shelters be considered in the review process of new developments located along major corridors.</i>					
Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Short-term	TBD			Regional Commuter Assistance Program/ South Fla. Commuter Services	FDOT; City Planning & Zoning Dept. (Development Review Committee)
Strategy H: <i>Identify waterway transportation options where applicable.</i>					
Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Ongoing/mid-term	TBD	N/A	FTA	Long-Range Transportation Plan	BCT (Water Bus)
Comments: Service for the Water Bus System has recently been expanded as a result of FTA assistance.					
Strategy I: <i>Promote carpooling.</i>					
Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Short-term	\$ 0 (staff resources and time)			Regional Commuter Assistance Program/ South Fla. Commuter Services	FDOT
Comments: The South Florida Commuter Services Program promotes carpooling. It also provides vanpooling, rideshare matching, an emergency ride home, and offers a commuter tax benefit program.					

Goal 4. Expand Private and Public Transportation Options and Amenities



- 
- Marine Related Activity
 - Corridor Appearance
 - Street System & Access
 - Transit & Mobility Options
 - Parking Conflicts

PARKING CONFLICTS



Within the East Area, retail and entertainment destinations like the Galleria and Coral Ridge Malls provide more than sufficient amounts of parking.

However, commercial areas near Las Olas and the downtown generally lack in available parking which encourages patrons and employees to park in nearby neighborhoods.

This sometimes creates conflicts between residents and businesses and raises safety concerns such as parking on sidewalks and parking in private driveways, making visibility for pedestrians and drivers alike difficult.

PARKING CONFLICTS

Issue:

“Insufficient parking opportunities, particularly where residential and commercial uses interface, result in overflow into neighborhoods, potentially creating illegal and unsafe conditions ”

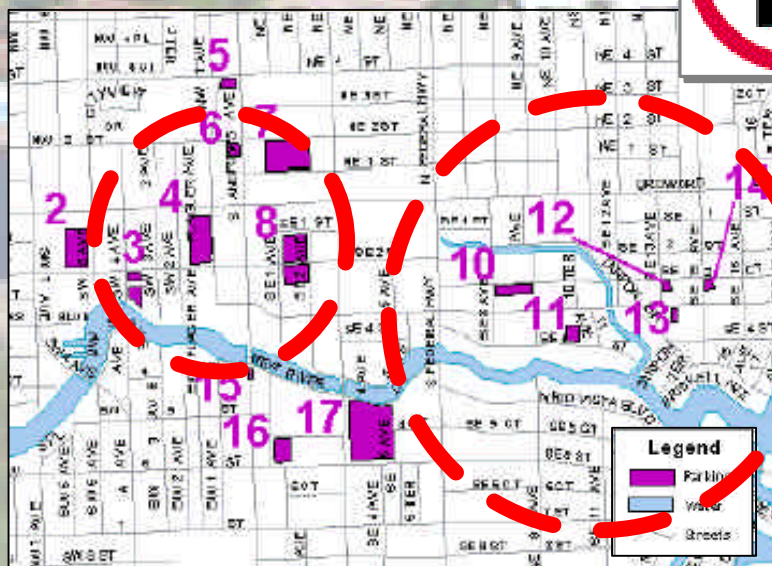
Goal 5. Resolve Parking Conflicts between Competing Commercial and Residential Uses

Objective 1. Identify areas where parking conflicts exist

Objective 2. Identify conditions that cause parking conflicts

Objective 3. Research parking alternatives and solutions

Objective 4. Discourage illegal parking



Goal 5. Resolve Parking Conflicts between Competing Commercial and Residential Uses

IWT: Doug Gottshall, City Parking Services Tel: 828-3793, Major Mary Negrey, Police Dept. Tel: 828-5479

Alternate: John Hoelzle, City Parking Services Tel: 828-3792

Objective 1. Identify areas where parking conflicts exist

Strategy A: Review parking violation statistics and studies to identify parking conflict areas.

Many occur near commercial areas adjacent to residential areas.

Review stakeholder comments to identify other specific locations:

- Colee Hammock, including the area north of the Second Presbyterian Church
- Broward Blvd. (between Federal & SE 15th Ave)
- Beverly Heights

Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Immediate	TBD (staff time to research, possible computer costs)	N/A		Statistics for Parking violations	City of Fort Lauderdale Parking Facilities

Comments: Meet w/ City of Fort Lauderdale Parking Facilities Division to review statistics on parking violations throughout the East CAP Area.

Objective 2. Identify conditions that cause parking conflicts

Strategy A: Review stakeholder, CLC, and IWT comments to identify specific conflicts:

- Parked cars interfering with trash collection
- Special events parking, e.g. Las Olas Arts Festival, Greek Church Festival (NE 15th Avenue)
- Overflow of parked cars into residential areas from neighboring marinas
- Cars parked too close to intersection (block visibility)
- Construction workers parking in residential areas and then carpooling to a development site

Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Ongoing (Enforcement Issue)	TBD (enforcement included in current budget, but may need additional research)	N/A		Overflow parking/ Illegal parking	City Parking & Police Departments
Short-term	TBD (staff resources, possible code changes, enforcement)	N/A		Ensure that adequate parking is available for larger construction projects	City Engineering Dept.

Goal 5. Resolve Parking Conflicts between Competing Commercial and Residential Uses

Objective 3. Research parking alternatives and solutions					
Strategy A: <i>Examine parking permit programs in other cities and evaluate their success.</i>					
Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Ongoing/short-term	TBD (staff time, resources, research, computer costs)	N/A		Review programs from City of Hollywood and Miami Beach	
Comments: A pilot program, jointly initiated by the Beverly Heights Association Inc. and the Colee Hammock Homeowners Association may serve as a test case to ascertain legal requirements and to determine a suitable parking percentage necessary to establish parking permits. The City Attorney's Office must have legally defensible criteria prior to establishing a permit program.					
Strategy B: <i>Coordinate City and neighborhood association efforts to develop an "employee parking action plan" to alleviate employee parking overflow into neighborhoods.</i>					
Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Mid-term	TBD			Parking Revenue Bond or Public/Private Partnership Fund	City of Fort Lauderdale Parking Division together with civic and business associations experiencing parking conflicts
Comments: Prior to the implementation of an employee parking action plan, legal and traffic issues must be resolved.					
Strategy C: <i>Investigate new parking opportunities.</i>					
Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Mid-term	Between \$6k-\$32k (based on previous studies)	N/A		City-funded parking studies for areas experiencing parking conflicts	
Mid-term (possible funding sources for new garages)			Parking Revenue Bond		Public/ Private Partnership fund
Comments: Parking studies done between 1996 and 1998 are outdated. It is recommended that new studies be done or that old studies be updated, e.g. the study which examined the feasibility of building a parking garage off E. Las Olas Blvd. between SE 8 th Avenue and SE 9 th Avenue. The funding source needs to be identified.					
Strategy D: <i>Expand public and private transportation options.</i> (Please reference Transit & Mobility Issue)					
Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Mid-term (beginning Oct., 2004)	TBD	City parking revenues to support community-based transit services			
Long-term	TBD	N/A		TMA 10 year Community Based Transportation Plan	TMA
Long-term		N/A		DDA Sub Area Mobility Study	DDA
Comments: See January 21 st , 2004 minutes of the City Commission meeting re: presentation by Barry Goodman.					

Goal 5. Resolve Parking Conflicts between Competing Commercial and Residential Uses

Objective 4. Discourage illegal parking

Strategy A: Increase enforcement of current parking regulations and consider increasing parking fines.

Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Ongoing	\$ 0	N/A		City Commission approved a \$ 6 increase in parking fines in September 2003 (see comments)	

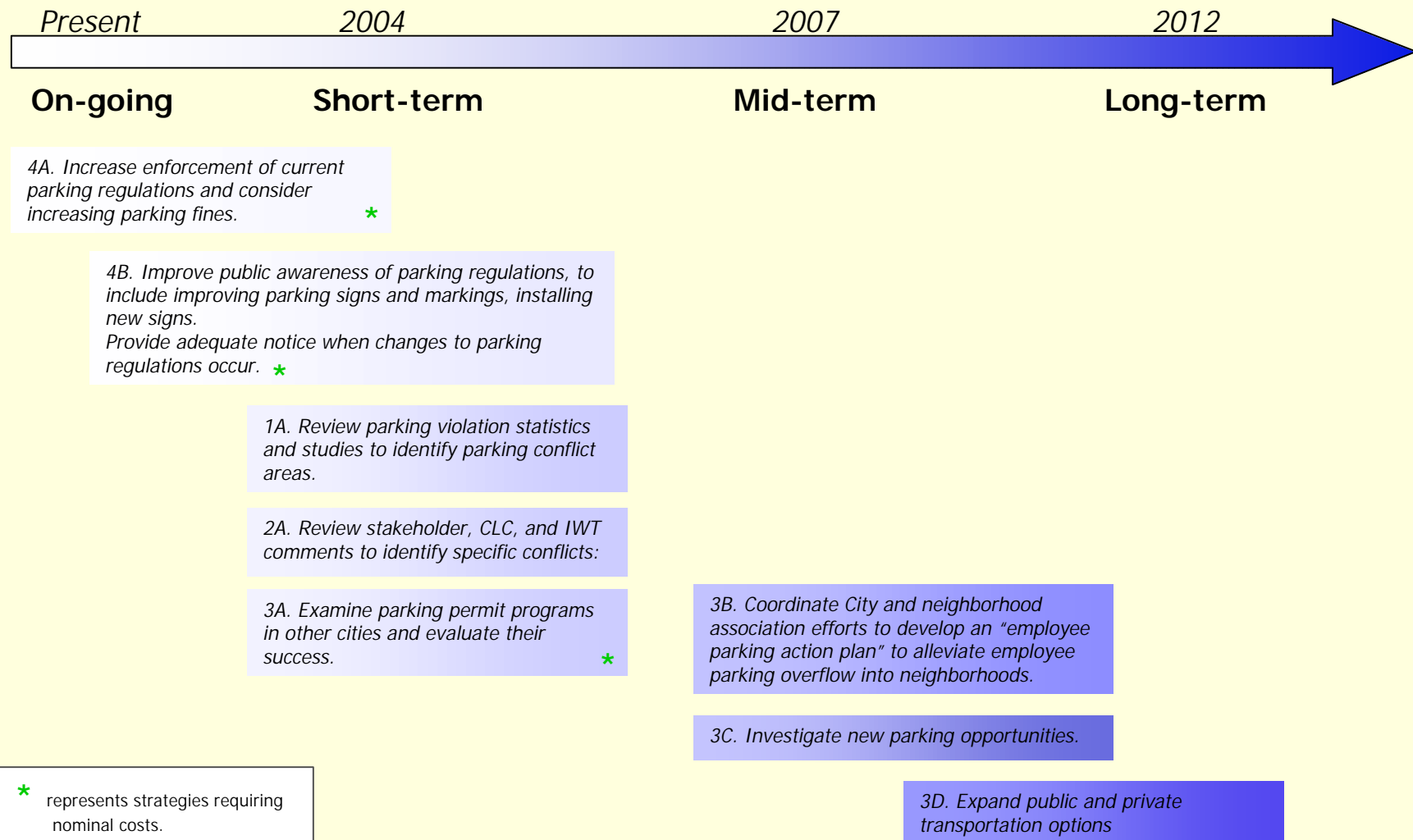
Comments: See City Commission Memo 03-1092 from the September 3rd, 2003 agenda. The vast majority of parking enforcement complaints which the Police Dept. receive are complaints regarding cars parked legally in front of residential properties.

Strategy B: Improve public awareness of parking regulations, to include improving parking signs and markings, installing new signs. Provide adequate notice when changes to parking regulations occur.

Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Ongoing	\$ 0	N/A	N/A	Police newsletters to Civic Associations	
Short-term (depending on progress of parking permit program)	Varies (costs depend on the number of signs)				

Comments: Police provide regular feedback to residents through civic association newsletters. When applicable, these reports would contain information on any revisions to the current parking regulations.

Goal 5. Resolve Parking Conflicts between Competing Commercial and Residential Uses



- 
- An aerial photograph of a city, likely San Francisco, showing a wide river (San Francisco Bay) and a large bridge (Golden Gate Bridge) in the background. The foreground shows a mix of urban development, including buildings, roads, and green spaces. The sky is blue with some clouds.
- Marine Related Activity
 - Corridor Appearance
 - Street System & Access
 - Transit & Mobility Options
 - Parking Conflicts
 - Nuisances & Community Image

NUISANCES & COMMUNITY IMAGE

In many South Florida communities, there is a growing conflict between the right to solicit at street intersections and the issues that result from these activities.

During the CAP Workshops, many East Area stakeholders commented on the negative effects that can result from this conflict; particularly the obstruction of traffic flow, unsafe pedestrian conditions, and the unattractive image that is reflected on the City.



An aerial photograph of a city, likely San Francisco, showing a dense urban area with a river and a bridge in the background. The sky is blue with some clouds.

NUISANCES & COMMUNITY IMAGE

Issue:

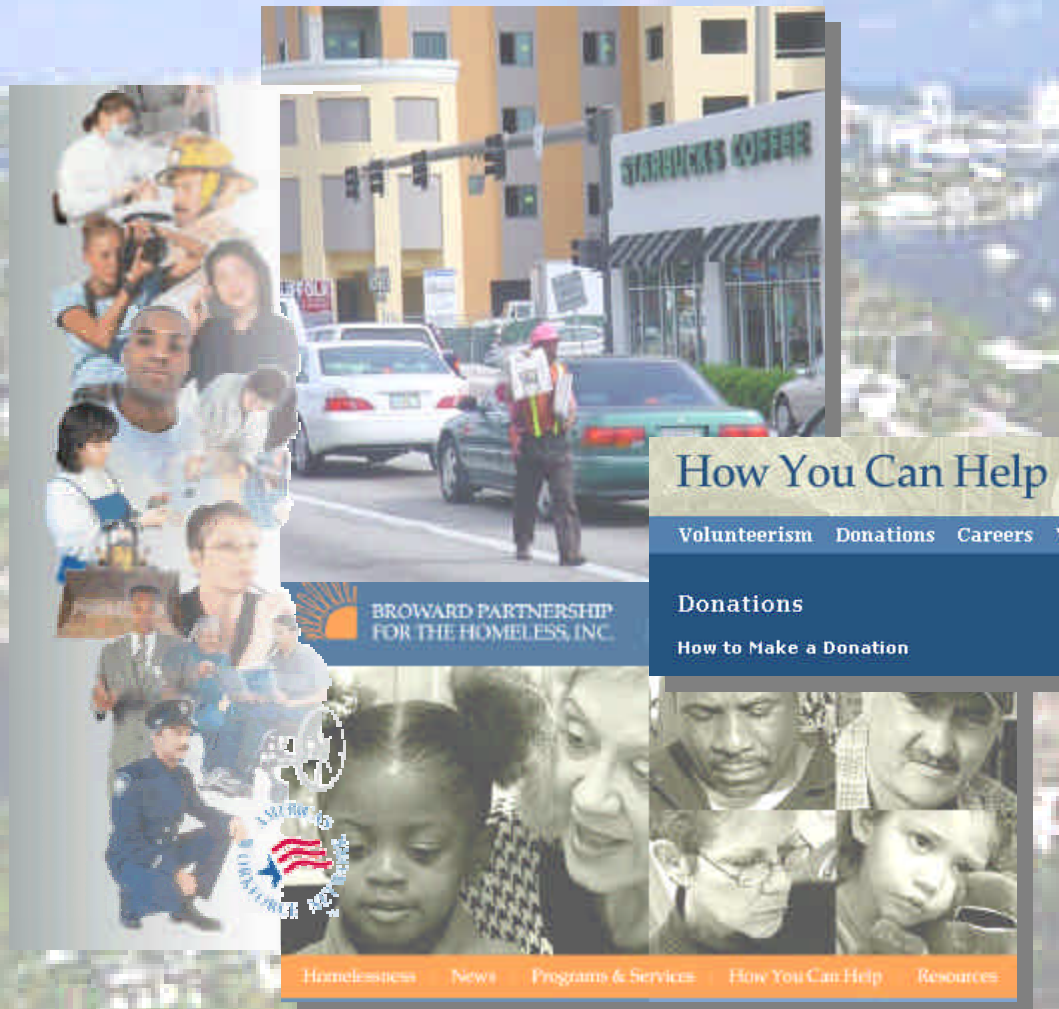
“Solicitors, newspaper vendors and the homeless at gateways, landmarks, and prominent city intersections contribute to unsafe traffic and pedestrian conditions, project a negative public image, and appear to promote unlawful activity.”

Goal 6. Prohibit Vendors from Street Intersections

Objective 1. Identify locations of solicitation activity

Objective 2. Identify and enforce current codes and laws

Objective 3. Seek alternative solutions to on-street solicitation



Goal 6. Prohibit Vendors from Street Intersections

IMPLEMENTATION PROPOSAL

IWT: Major Mary Negrey, Police Dept. Tel: 828-5479

Alternate: Lindwell Bradley, Community Inspections Tel: 828-5807, Susan Batchelder, Community Inspections Tel: 828-5251

Objective 1. Identify locations of solicitation activity

Strategy A: Perform site visits to identify specific areas.

According to stakeholder comments, these areas include:

- . US 1/SE 17th Street
- . US 1/E. Oakland Park Blvd.
- . US 1/NE 26th Street
- . US 1/E. Broward Blvd.
- . E. Las Olas Blvd.
- . Downtown

(Include any other high volume corridors and intersections where solicitation occurs)

Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Immediate	TBD (staff time to research and document)	N/A	N/A	Street Solicitors Action Plan (see Strategy "C")	City Police Dept. Code Enforcement Dept.

Comments: 16 intersections have been identified as the main locations of street solicitation activity. In 2003, the Police Dept. noted that there were over 9,500 calls for service within 900 feet of these intersections (see Memo 04-200 written for the February 3, 2004 CC Conference Meeting).

Strategy B: Obtain crime statistics for identified solicitation areas.

Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Immediate	TBD (staff time; research/document)	N/A	N/A	Street Solicitors Action Plan (See Objective 2, Strategy "C")	City Police Dept.

Objective 2. Identify and enforce current codes and laws

Strategy A: Review state traffic statutes (Fla. Statute 316)

Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Ongoing/ Immediate	\$ 0 (additional responsibility for Police and Code Enforcement)	N/A		Police Dept.'s proposed plan addressing solicitation -Street Solicitors Action Plan (see Objective 2, Strategy "C")	City Code Enforcement & Police Dept.

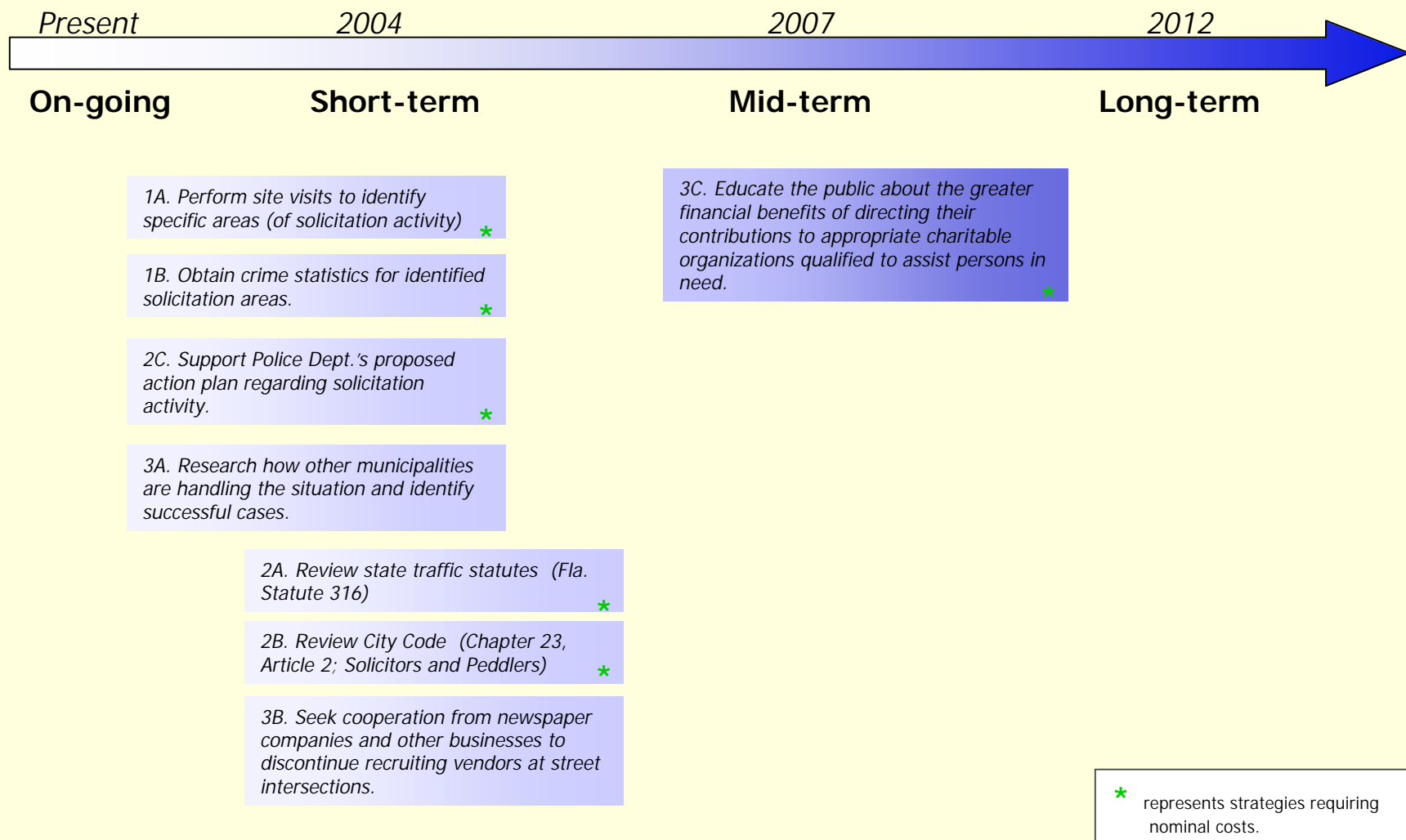
Strategy B: Review City Code (Chapter 23, Article 2; Solicitors and Peddlers)

Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Immediate	TBD (staff time to review Code)	N/A			City Code Enforcement Dept.

Goal 6. Prohibit Vendors from Street Intersections

Strategy C: Support Police Dept.'s proposed action plan regarding solicitation activity.					
Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Immediate	\$ 0 (additional responsibility for Police enforcement)	N/A		Street Solicitors Action Plan (see comments)	City Police Dept.
Comments: Proposed Action Plan introduced at the Feb 3, 2004 CC Conference Meeting and will begin to implement the Street Solicitors Action Plan on Feb 16, 2004. (see Memo 04-200 and accompanying Action Plan). Street Solicitors Action Plan scheduled to go into effect February 16, 2004.					
Objective 3. Seek alternative solutions to on-street solicitation					
Strategy A: Research how other municipalities are handling the situation and identify successful cases.					
<ul style="list-style-type: none"> City of Hollywood (re: safety issue) Fort Lauderdale Beach Area (economy and tourism serves a legitimate public purpose) 					
Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Short-term	TBD (staff time to research)	N/A			City of Hollywood
Strategy B: Seek cooperation from newspaper companies and other businesses to discontinue recruiting vendors at street intersections. (Offer creative suggestions that propose alternative methods)					
Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Immediate	TBD (staff time)	N/A			
Comments: Correspondence has been sent to newspaper companies citing traffic and safety concerns, the desire to reduce the amount of litter and debris, and the desire to reduce the number of police calls at these intersections. Coordinate with the Sun Sentinel, the Miami Herald, the Homeless Voice, and other businesses involved with solicitation activities.					
Strategy C: Educate the public about the greater financial benefits of directing their contributions to appropriate charitable organizations qualified to assist persons in need;					
<ul style="list-style-type: none"> Support job training programs and homeless financial assistance groups, rather than supporting individual solicitors Support homeless assistance efforts by involving police officer already assigned to these issues 					
Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Immediate	\$ 0	N/A			City's Homeless Shelter, United Way
Ongoing/ Immediate	\$ 0 (currently available)	N/A		City Police Dept. homeless assistance	City Police Dept.
Mid-term	TBD (based on grant requirements)	N/A	Community Development Block Grant (CDBG)	Broward Coalition for The Homeless	
Mid-term	TBD (based on grant requirements)	N/A	(CDBG)	Homeless Prevention	
Mid-term	TBD (based on grant requirements)	N/A	(CDBG)	Homeless Assistance	

Goal 6. Prohibit Vendors from Street Intersections



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- An aerial photograph of a city, likely San Francisco, showing a river (San Francisco Bay) and a large bridge (Golden Gate Bridge) in the background. The city is densely packed with buildings and greenery. The text is overlaid on the left side of the image.
- Marine Related Activity
 - Corridor Appearance
 - Street System & Access
 - Transit & Mobility Options
 - Parking Conflicts
 - Nuisances & Community Image
 - Parks & Open Space

PARKS & OPEN SPACE



A variety of recreational options for outside activities exist in Fort Lauderdale. Residents can enjoy the ocean, beach, waterways, parks and open space, as well as the natural beauty of the native plants and animals present here.

However, several East CAP Area residents conveyed concerns about the need to preserve and improve some of the existing parks, open space resources and public facilities.

Many opportunities exist to form partnerships that can work together to create new recreational amenities and pocket parks within residential areas, to meet neighborhood and citywide needs.

An aerial photograph of a city, likely Atlanta, Georgia, showing a river (the Chattahoochee River) in the foreground, a large stadium (the Georgia Institute of Technology's Bobby Jones Stadium) in the middle ground, and a dense urban area in the background under a blue sky with some clouds.

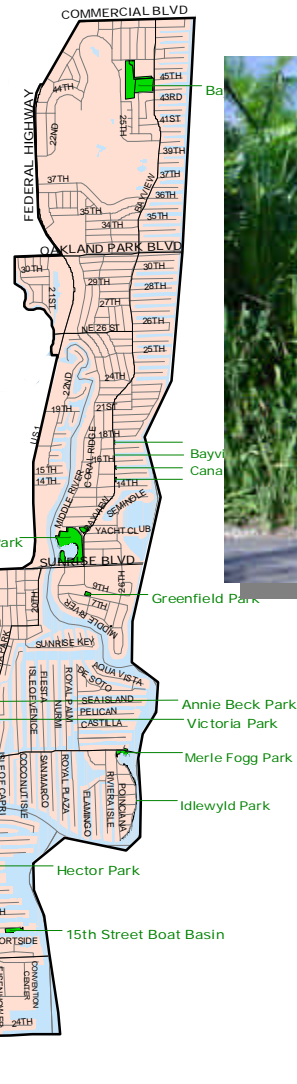
PARKS & OPEN SPACE

Issue:

“While the East Area has a variety of parks, recreation and open space amenities, there is a lack of accessibility, connectivity, and an overall comprehensive system and plan that promotes: greenways & blueways, multi-modal linkages, pedestrian-friendly streetscapes, greening with increased tree canopy, and new and diversified park space.”

Goal 7. Create a Comprehensive Open Space System

EAST CAP AREA PARKS



Objective 1.
Evaluate
deficiencies/gaps in
current park system

Objective 2. Create
and expand
recreational
opportunities at
parks

Objective 3.
Increase awareness
of park facilities

Goal 7. Create a Comprehensive Open Space System

IWT: Kathleen Connor, Parks & Open Space Tel: 828-5869

Objective 1. Evaluate deficiencies/gaps in current park system

Strategy A: *Inventory existing neighborhood, school parks, and urban open space.*

Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Long-term	\$ 400,000 (\$ 80 K per CAP Area)			Recreation and Open Space Master Plan	
Short-term			River, Trails, and Conservation Assistance Program (see E Civis)	Greenways, Blueways, and Bike Facilities Plan	National Park Service

Comments: Some stakeholder comments referenced the need to save Hardy Park and the Hyde Park Market site for park/open space use (these are not in the East CAP area). The City's Parks & Recreation Dept. has applied for a technical assistance grant from the River, Trails, and Conservation Assistance Program for part-time assistance from the National Park Service in the development of a Greenways, Blueways, and Bicycle Facilities Plan.

Strategy B: *Identify potential connections to open space, water, etc.*

Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Short-term	TBD (staff time to review documents)	N/A		Greenways, Blueways, Bike Facilities Plan	Broward Urban River Trails/ Broward Co. Greenways & Bicycle Facilities
Short-term		N/A	River, Trails, and Conservation Assistance Program		National Park Service
Short-term		N/A	Kodak Assistance Grant		

Comments: The City has adopted, by Resolution, the Broward County Greenways, Blueways, and Bicycle Facilities Plan as well as the Broward Urban River Trails Plan. Both of these Plans have been certified by the State of Florida. The City must now develop its own connections to open space, water, etc. This is proposed to be accomplished partly through a technical assistance grant from the River, Trails, and Conservation Assistance Program for part-time assistance from the National Park Service in the development of a greenways, blueways, and bicycle facilities plan.

Strategy C: *Expand bicycle and pedestrian trails.*

- Identify pedestrian-friendly streetscapes
- Coordinate efforts with the County's Greenway Plan

Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Short-term	TBD	N/A	Rivers, Trails, and Conservation Assistance Program		
Short-term	TBD	N/A	Kodak Assistance Grant		
Long-term	TBD	N/A	Greenways and Trails Grant		
Long-term	TBD	N/A	Transportation Enhancement Funds (TEA)		

Goal 7. Create a Comprehensive Open Space System

Strategy D: Investigate expanding the uses of public school parks.

Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Short-term	TBD	N/A			City Planning & Zoning Dept.
Mid-term	Varies (depending on grant requirements)	N/A	Baseball Tomorrow Fund; Tony Hawk Grant/Skate parks; Tennis in the Park (see E-Civis)		

Comments: It is recommended that the CAPIT work together with staff from the Planning & Zoning Dept. to ascertain the number and location of all public school parks in the East CAP Area. Research then needs to be done to determine what facilities each public school park currently has. Finally, the City would have to negotiate with School Board of Broward County to expand the uses in public school parks.

Strategy E: Install signs in parks to indicate the location of public restroom facilities.

Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Immediate	\$ 500 (per sign)	Parks & Recreation (Recapitalization?)		Renovation of Geo. English & Bayview Parks	

Comments: Obtain list and locations of parks in the East CAP Area (see Strategy "C"). Incorporate additions of signs into existing reconstruction plans for George English and Bayview Parks.

Objective 2. Create and expand recreational opportunities at parks

Strategy A: Assess the need for types of recreational activities and associated necessities. Review population demographics to identify appropriate park and open space amenities.

Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Long-term	(\$400,000 est., \$ 80K per CAP area)			Parks Master Plan	

Comments: This objective requires that a Parks Master Plan be completed.

Goal 7. Create a Comprehensive Open Space System

Strategy B: *Create more park activities.*

- Opportunities for active recreation (e.g. exercise routes, swimming pools)
- Opportunities for passive recreation (e.g. trail-side facilities along greenways)
- Determine appropriate locations for additional "dog parks"

Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Long-term	\$400,000 est., \$ 80K per CAP Area				
	TBD (see comments)		Baseball Tomorrow Fund; Tony Hawk Grant (Skateparks); Nike Foundation: Bowerman Track Renovation Program; Tennis in the Parks -see E Cavis		
Comments: There are several grant opportunities available for various types of activities, including baseball fields, tennis courts, track renovations, and skateboard parks. Each grant would have to be reviewed on a case-by-case basis to determine its requirements for applying for and obtaining the grant.					

Objective 3. Increase awareness of park facilities

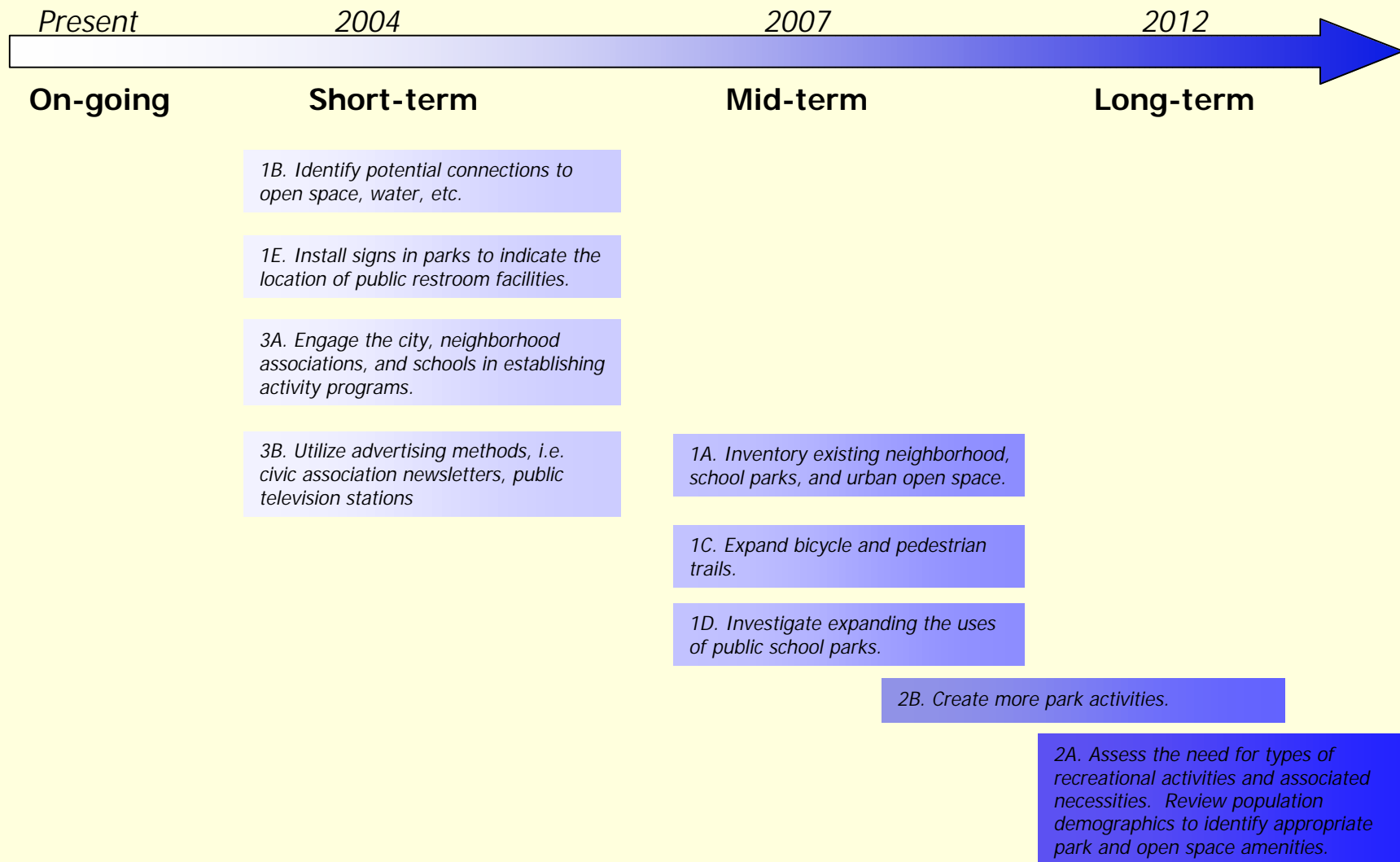
Strategy A: *Engage the city, neighborhood associations, and schools in establishing activity programs.*

Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Immediate/Short-term	TBD (staff time)	N/A			City Public Information Office

Strategy B: *Utilize advertising methods, i.e. civic association newsletters, public television stations.*

Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Short-term (once Strategy A has been accomplished)	TBD	N/A		See Government Relations Issue, Objective 1. re: advertising on public TV stations	City Public Information Office

Goal 7. Create a Comprehensive Open Space System



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- An aerial photograph of a city, likely San Francisco, showing a river (San Francisco Bay) and a large bridge (Golden Gate Bridge) in the background. The city is densely packed with buildings and greenery. The text is overlaid on the left side of the image.
- Marine Related Activity
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 - Parking Conflicts
 - Nuisances & Community Image
 - Parks & Open Space
 - Development & Neighborhood Integrity

DEVELOPMENT & NEIGHBORHOOD INTEGRITY



Many community workshop participants commented on the revitalization of the downtown with enthusiasm and excitement. Overall, it was recognized that the activity and energy in urban settings such as Las Olas and along some portions of Federal Highway are seen as a benefit of living close to the city center. Residents also appreciate that the variety of mixed uses allow them to access many conveniences in close proximity to where they reside.

On the contrary, with the increased redevelopment that is occurring in downtown, along the New River, and within the neighborhoods, there were some negative comments that relate to inappropriate transitions and densities of the new development.

In addition, some residents are concerned that the character of many neighborhoods is changing and that the necessary services and infrastructure to support this new development are not in place.

An aerial photograph of a city, likely St. Louis, showing a river, a bridge, and various urban buildings under a blue sky with light clouds.

DEVELOPMENT & NEIGHBORHOOD INTEGRITY

Issue:

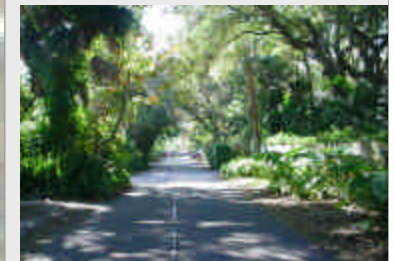
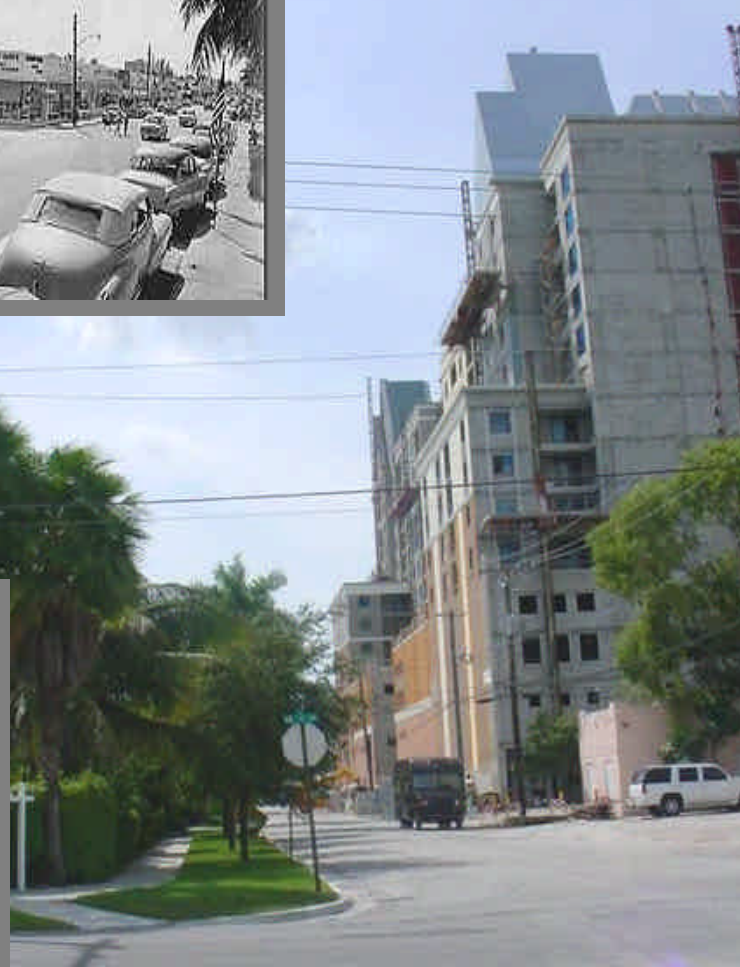
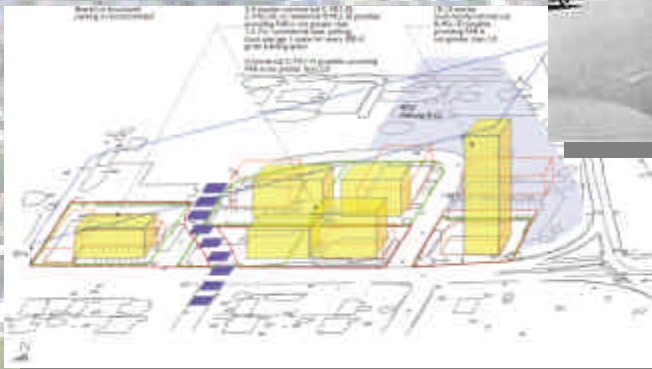
“Redevelopment opportunities promote a variety of land uses, densities, heights, and design characteristics, but may also contribute to inappropriate transitions, changes to existing neighborhood character, the potential loss of historic resources, and increased demands on necessary services and infrastructure.”

GOAL 8. Preserve Neighborhood Character through Compatible Land Use and Design

Objective 1.
Promote development that preserves the neighborhood character

Objective 2.
Preserve historical resources

Objective 3.
Preserve existing tree canopy



GOAL 8. Preserve Neighborhood Character through Compatible Land Use and Design

IWT: Chris Barton, Planning & Zoning Tel: 828-5849; Sheryl Stolzenberg, Planning & Zoning Tel: 828-5296; Dave Gennaro, Landscaping Tel: 828-5200;
Gene Dempsey, Parks & Recreation Tel: 828-5785

Alternate: Wayne Jessup, Planning & Zoning Tel: 828-4346

Outside Resources: Christopher Eck, Broward Co. Historical Commission Tel: 765-4479; Marilyn Rathbun, Fort Lauderdale Historical Society Tel: 463-4431 ext. 11

Objective 1. Promote development that preserves the neighborhood character

Strategy A: *Evaluate current land use regulations to determine if they accurately reflect the character of established neighborhoods and if they are consistent with the Comprehensive Plan.*

Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Mid-term (Neighborhood Master Plan)	Varies (according to size/area of neighborhood)	N/A		Bond referendum (neighborhood assessment fee)	See Galt Ocean Mile Plan

Comments: It is recommended that a Master Plan Process be initiated for those neighborhoods interested in achieving this Strategy. Funds could be made available through various grants, self-assessment fees, or a bond referendum (see Engineering Department re: this strategy).

Strategy B: *Improve the neighborhood compatibility review process by determining additional submittal requirements.*
(photo simulations, architectural models, shadow studies, etc.)

Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Immediate	\$ 0 (costs borne by developers and their architects)			DRC/P&Z application submittals	Planning & Zoning Dept.

Comments: Require that applicants for all proposed developments which are subject to neighborhood compatibility and DRC, P&Z, or HPB review, submit existing elevations of properties adjacent to development site in order to fully assess the scale and mass of proposed development in relation to the existing structures.

Objective 2. Preserve historical resources

Strategy A: *Review the updated historical surveys to determine which areas in the East CAP Area may qualify for historical significance.*

Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Ongoing	\$ 50,000	N/A		Updating of Historical Surveys	Archeological & Historical Conservancy, Inc.

Comments: The updated surveys have been completed pending receipt of copies of all final documents. Not all of the East CAP Area has been surveyed. Additional monitoring be needed to complete the entire area.

GOAL 8. Preserve Neighborhood Character through Compatible Land Use and Design

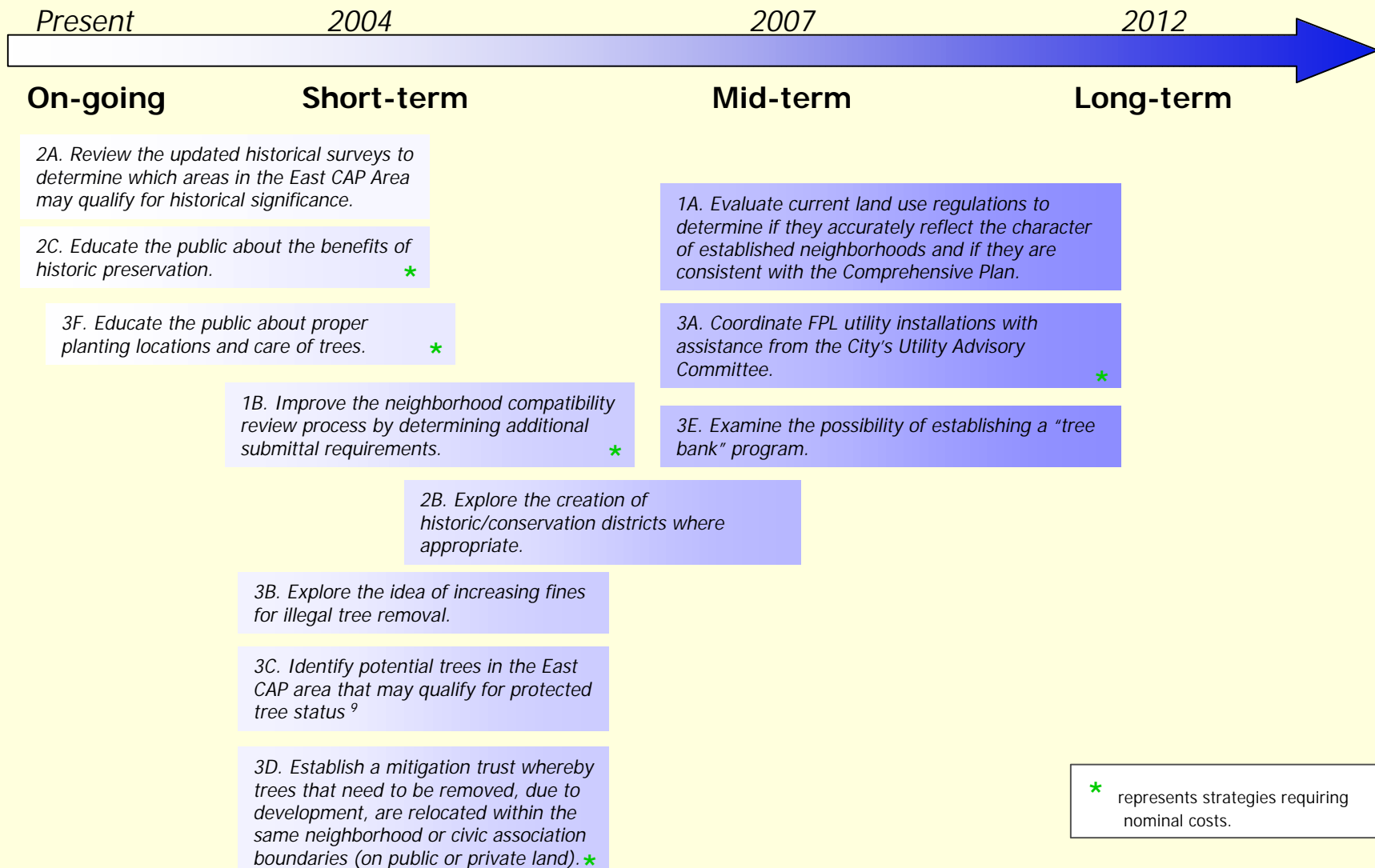
Strategy B: Explore the creation of historic/conservation districts where appropriate.					
Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Short-term (for conservation districts)	TBD	N/A	State of Florida/ Dept. of Community Affairs, Florida Division of Historic Resources	Miami-Dade Co. Historical Commission	Broward County Historical Commission, Archeological & Historical Conservancy, Ft. Lauderdale Historical Society, Broward Trust for Historic Preservation
Mid-term (for historic districts)	TBD	N/A	National Trust for Historic Preservation (must be Forum member) Getty Institute		Broward County Historical Commission, Archeological & Historical Conservancy, Ft. Lauderdale Historical Society, Broward Trust for Historic Preservation
Strategy C: Educate the public about the benefits of historic preservation.					
Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Ongoing	\$ 0 (available through the Historical Society)	N/A		Brochures available re: Incentives and Procedures for Historic designation	Ft. Lauderdale Historical Society
Ongoing	\$ 0 (available through the Historical Society)	N/A		Presentations to Civic Associations; Periodic lectures and seminars offered by the Historical Society	Ft. Lauderdale Historical Society


Objective 3. Preserve existing tree canopy					
Strategy A: Coordinate FPL utility installations with assistance from the City's Utility Advisory Committee.					
Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Ongoing	\$ 0 ⁷	N/A	N/A	Citizen Utility Advisory Committee	
Ongoing	TBD ⁸	N/A	N/A	County has a land map depicting environmentally-sensitive areas	Broward County Dept. of Environmental Protection
Mid term	TBD (based on grant requirements)		Community Development Block Grant	Neighborhood Beautification	City's Community Development Dept.
Comments: ⁷ A Citizen Utility Advisory Committee ("UAC") was established in 2003 (Resolution 03-17) for the purpose of advising the City Commission on matters pertaining to the activities of franchise utilities that use the public right-of-way to distribute their respective services to the public. The UAC has also been tasked with recommending administrative procedures to insure that provisions of franchise agreements are adhered to, and to serve as a clearinghouse for community concerns pertaining to the use of public right-of-ways by franchise permittees. It is recommended that the CAPIT monitor the work of the UAC. ⁸ Explore Broward County's "Local Area of Particular Concern" designation procedure to see if it can be applied to developed properties.					

GOAL 8. Preserve Neighborhood Character through Compatible Land Use and Design

Strategy B: <i>Explore the idea of increasing fines for illegal tree removal.</i>					
Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Short-term	TBD (staff time for research and possibly revising ordinance)	N/A			City of Fort Lauderdale Construction Services/Code Enforcement
Comments: While the City has increased (up to 400%) the costs for an after-the-fact permit tree removal permit, it has not explored the idea of assessing fines for illegal tree removal. Should this idea be pursued, it is recommended that the Broward County Code be referenced.					
Strategy C: <i>Identify potential trees in the East CAP area that may qualify for protected tree status⁹</i>					
Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Immediate	TBD	N/A			City Landscape and Urban Forestry Staff and Civic Associations
Comments: Inform the public about "protected tree" status process (association newsletters, etc.) The process for designating appropriate trees with the "protected tree" status requires a resolution request from the City Commission. ⁹ As defined by code Sec. 47-21.2 Definition 31, a protected tree is "a tree which due to its size, shape, character, age, aesthetic value, species, historical value or any combination thereof declared by the city commission to be a locally unique example of the species"					
Strategy D: <i>Establish a mitigation trust whereby trees that need to be removed, due to development, are relocated within the same neighborhood or civic association boundaries (on public or private land).</i>					
Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Short-term	TBD (based on grant requirements)		Community Development Block Grant	Neighborhood Beautification	City's Community Development Dept.
Ongoing	\$ 0 (see comments)	N/A		Tree Canopy Trust Fund	City's Construction Services Dept. -Landscaping
Immediate	TBD	N/A		Revising Tree Canopy Ordinance	
Comments: A Code Amendment would be needed to require that these trees be located on private property and within the same civic association boundaries from where they were removed. Through the Tree Canopy Fund, money collected from a developer is used towards trees planted by the City.					
Strategy E: <i>Examine the possibility of establishing a "tree bank" program.</i>					
Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Mid-term	TBD		Community Development Block Grant	Neighborhood Beautification	City's Community Development Dept.
Comments: The current Tree Protection Program requires that a tree, removed from a development site, be relocated to a location closest to the site (public or private)					
Strategy F: <i>Educate the public about proper planting locations and care of trees.</i>					
Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Ongoing/Immediate	\$ 0 (see comments)	N/A	N/A	City's Arbor Day Festival	City's Urban Forester
Comments: The City's Urban Forester assists civic associations in tree planting programs and presentations, and partakes in the City's Arbor Day Festival.					

GOAL 8. Preserve Neighborhood Character through Compatible Land Use and Design



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- An aerial photograph of a city, likely San Francisco, showing a dense urban area with a river and a bridge. The city is viewed from a high angle, looking down towards the water. The river is a prominent feature, flowing through the city. A bridge is visible in the distance, crossing the river. The city is surrounded by green hills and mountains. The sky is blue with some clouds.
- Marine Related Activity
 - Corridor Appearance
 - Street System & Access
 - Transit & Mobility Options
 - Parking Conflicts
 - Nuisances & Community Image
 - Parks & Open Space
 - Development & Neighborhood Integrity
 - Affordability

AFFORDABILITY



Community members expressed that there are many characteristics that make Fort Lauderdale so desirable to live in. Some of the reasons include the City's location near the beach, the navigable waterways, the tropical climate, the natural beauty and native vegetation, and the close proximity to stores, restaurants and entertainment. However, many residents also brought up concerns about the City becoming more and more costly to reside in. A combination of increasing property values with subsequent tax increases, and rising insurance rates for flood, wind, and other protection, are resulting in housing costs becoming increasingly unaffordable. Additionally, there seem to be limited workforce housing options in the East CAP community, which concerns many residents who worry about being able to continue living in Fort Lauderdale.



AFFORDABILITY

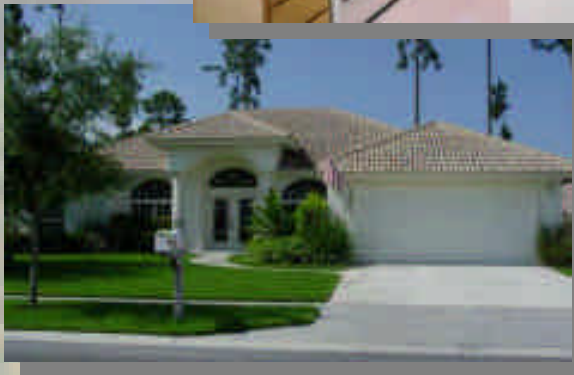
Issue:

“Many people choose to live within the East Area, in large part due to its desirable location, convenient access to a variety of amenities, and the abundance of well-maintained properties and attractive neighborhoods. However, rising property values have encouraged land speculation which does not provide options for diverse, workforce housing that supports a range of income levels and a mix of housing types. This can also prevent residents from having the opportunity to purchase and relocate within the Area.”

GOAL 9. Attain Fort Lauderdale Residency and Workforce Housing

Objective 1. Create additional methods of retaining our existing homeowners of Fort Lauderdale

Objective 2. Encourage workforce housing for people of varied income levels throughout all areas of Fort Lauderdale



GOAL 9. Attain Fort Lauderdale Residency and Workforce Housing

IWT: Faye Outlaw, Deputy Director, Community & Economic Development Tel: 828-4532

Alternate: Liz Holt, Planning & Zoning Tel: 828-5262

Other resources: Bob Wolfe Jr., Broward County Property Appraiser's Office Tel: 445-5732

Objective 1. Create additional methods of retaining our existing homeowners of Fort Lauderdale

Strategy A: *Expand upon the existing "Save our Homes" real estate tax exemption to allow homeowners to make equal or less valued home relocations while transferring their "Save Our Homes" basis valuation.*

Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Short-term	TBD	N/A	N/A		Broward County Property Appraiser's Office ¹
Short-term	N/A	N/A	N/A	HJR # 417 ²	

Comments: ¹The East CAPIT should confer with representatives from the Broward County Property Appraiser's Office to evaluate the significance of this strategy.

² The East CAPIT should track the progress of HJR # 417, a proposed constitutional amendment that would allow sellers of a homesteaded property to apply some of the tax savings they benefited from under the Save Our Homes Amendment to the taxable value of their new property (sponsored by Carl Domino-R / Jupiter).

Objective 2. Encourage workforce housing for people of varied income levels throughout all areas of Fort Lauderdale.

Strategy A: *The City should consider offering financial and/or other incentives, including regulatory and amended housing ordinances, to enable the private sector to build workforce housing.*

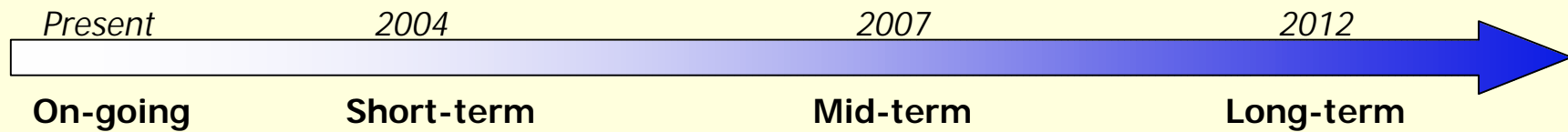
Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
	TBD (consultant cost)	N/A	N/A		
Mid-term	TBD	N/A	N/A	Review other municipalities that have successful workforce housing programs	

Strategy B: *Review all CAP areas of Fort Lauderdale and provide workforce income guidelines that mimic 80 to 120% of the median income within each defined CAP boundary.*

Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Short-term	TBD (analysis of census data) ³	N/A	See grant possibilities in Strategy A		

Comments: ³ Utilizing census data, workforce housing in all CAP Areas of the city would be established on a sliding scale based on the median income level of each CAP area. The type and cost of workforce housing will differ based on the varying range of income levels occurring throughout the City.

GOAL 9. Attain Fort Lauderdale Residency and Workforce Housing



1A. Expand upon the existing "Save our Homes" real estate tax exemption to allow homeowners to make equal or less valued home relocations while transferring their "Save Our Homes" basis valuation. *

2B. Review all CAP areas of Fort Lauderdale and provide workforce income guidelines that mimic 80 to 120% of the median income within each defined CAP boundary.

2A. The City should consider offering financial and/or other incentives, including regulatory and amended housing ordinances, to enable the private sector to build workforce housing.

* represents strategies requiring nominal costs.

- 
- An aerial photograph of a city, likely San Francisco, showing a dense urban area with a river and a bridge. The city is viewed from a high angle, looking down towards the water. The sky is blue with some clouds. The city features a mix of greenery and buildings, with a prominent bridge crossing the river in the background.
- Marine Related Activity
 - Corridor Appearance
 - Street System & Access
 - Transit & Mobility Options
 - Parking Conflicts
 - Nuisances & Community Image
 - Parks & Open Space
 - Development & Neighborhood Integrity
 - Affordability
 - Government Relations



GOVERNMENT RELATIONS

Issue:

“There is a perception that the City of Fort Lauderdale does not provide adequate venues for public participation and communication, and is often unaccountable for its decisions, resulting in civic apathy and a general distrust of the government.”

Goal 10. Reduce Civic Apathy and Improve Confidence in the Local Government Process

Objective 1. Increase public awareness of proposed developments and proposed changes in law and public policy

Objective 2 . Improve the relationship between Code Enforcement and the public

Objective 3. Encourage more public participation in city processes



Goal 10. Reduce Civic Apathy and Improve Confidence in the Local Government Process

IWT: Rose Reed, Community Inspections Tel: 828-5250; Chris Barton, Planning & Zoning Tel: 828-5849

Alternate: Liz Holt, Planning & Zoning Tel: 828-5262

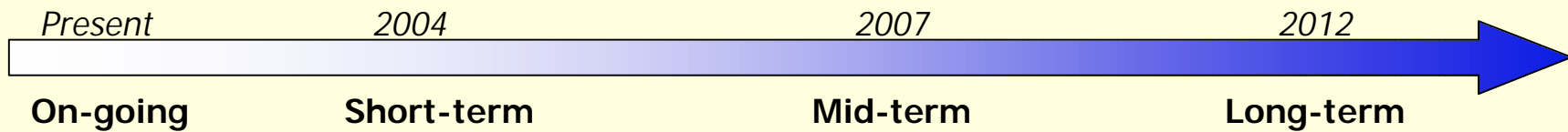
Other Resources: Susan Batchelder, Community Inspections Tel: 828-5251

Objective 1. Increase public awareness of proposed developments and proposed changes in law and public policy.					
<p>Strategy A: <i>Ensure that adequate public notice is given for all proposed developments within the City.</i></p> <ul style="list-style-type: none"> Review current Code requirements for public notification Review all agendas and notices which are accessible through the City's Website Consider notification requirements be expanded to include other types of development Accentuate the appearance of public notice signs to improve visibility Explore the feasibility of adding other agendas, i.e. Planning & Zoning Board, Board of Adjustment, on Cable television 					
Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Ongoing	\$ 0 (see comments)	N/A	N/A	Civic Assns. currently receive notification of proposed developments when the proposed development is within a 300' radius of the association's boundary and the development is subject to the DRC review process.	City Planning & Zoning Dept.
Immediate	\$ 0 (no additional cost)	N/A	N/A	Improve visibility of Public Notice Signage (bright yellow)	City Planning & Zoning Dept.
Immediate	TBD (staff time)	N/A	N/A	Explore feasibility of having every advisory board agenda placed on television	City Information Systems Dept.
<p>Comments: It is recommended that the Civic Association newsletters include information notifying residents of all possible sources available, i.e. cable television, the City Website, contact number, and the posting of agendas outside City Hall. Beginning in January, 2004, the minutes of the Planning and Zoning Board and the Board of Adjustment have been made available on the City's Website.</p>					

Goal 10. Reduce Civic Apathy and Improve Confidence in the Local Government Process

Objective 2. Improve the relationship between Code Enforcement and the public.					
Strategy A: <i>Improve the level of communication.</i> <ul style="list-style-type: none"> Educate the public about the city code process (refer to the City's Web page or Code brochure) Reinstate the <i>Leadership College</i> education program 					
Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Ongoing	TBD (staff time and copying costs)	N/A	N/A	Education re: brochures, website, presentations at civic association meetings ¹	City's Code Enforcement Dept.
Immediate	\$ 500 (staff time, supplies, mail-outs)	N/A	N/A	Leadership College ²	City's Code Enforcement Dept.
Comments: ¹ Code Enforcement provides brochures at its counter, provides general information on the City's Website and attends civic association meetings and educates the association about code enforcement when requested. ² The Leadership College Program was conducted by Code Enforcement's managerial staff. When the Leadership College was active, participants met weekly and completed the course in six (6) sessions.					
Strategy B: <i>Reduce perceived inconsistencies in code enforcement.</i>					
Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
See Strategy "A" above	See Strategy "B" above	N/A	N/A	See Strategy "A" above	City's Code Enforcement Dept.
Comments: Educating the civic associations and the public about the Code Enforcement process could help to prevent Code violations. The time period for compliance should be considered by the Special Master on a case-by-case basis.					
Strategy C: <i>Encourage neighborhood associations to hold preventive mediation meetings to resolve smaller localized conflicts.</i> (especially between residential and commercial property owners)					
Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
See Strategy "A" above	See Strategy "A" above			Reinstituting the Leadership College Program	See Strategy "A" above
Comments: It is beneficial for neighborhood associations to be aware of Code Enforcement issues. The Leadership College could help to interpret code information.					
Objective 3. Encourage more public participation in City processes					
Strategy A: <i>Increase citizen awareness of and involvement in neighborhood civic associations.</i>					
Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Immediate	\$ 0	N/A	N/A	Civic Association newsletters to residents	Civic Associations
Strategy B: <i>Explore other methods and incentives to encourage public attendance and participation at meetings</i>					
Time Frame:	Cost:	CIP:	Grants:	Related Information:	Partner/Coordinate with:
Short-term		N/A	N/A		
Comments: Consider the merits of establishing a system that rewards public participation, i.e. CAP points.					

Goal 10. Reduce Civic Apathy and Improve Confidence in the Local Government Process



1A. Ensure that adequate public notice is given for all proposed developments within the City. *

2A. Improve the level of communication (between code enforcement & public) *

2B. Reduce perceived inconsistencies in code enforcement.

2C. Encourage neighborhood associations to hold preventive mediation meetings to resolve smaller localized conflicts.

3A. Increase citizen awareness of and involvement in neighborhood civic associations. *

3B. Explore other methods and incentives to encourage public attendance and participation at meetings

* represents strategies requiring nominal costs.

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 - Parks & Open Space
 - Development & Neighborhood Integrity
 - Affordability
 - Government Relations
 - Visionary Leadership

VISIONARY LEADERSHIP



Fort Lauderdale offers its citizens a small town atmosphere, where they can enjoy living in closely knit, quiet and friendly neighborhoods, while also benefiting from big-city conveniences such as a variety of entertainment options, exciting commercial areas like Las Olas Boulevard, and a lively downtown.

However at the community workshops, we received comments that pointed out the weak coordination between local governments, the inconsistency in development approvals and policy making, and the lack of foresight into the City's future.

While by its nature it is the diversity of Fort Lauderdale that provides a unique balance of this "small town intimacy with big city energy," diversity is also an important reason why there are conflicting views about the future of the City. We lack a unified vision: a common thread that can bind the entire community's expectations.

An aerial photograph of a city, likely San Francisco, showing a dense urban area with a river and a large bridge in the background. The sky is blue with some clouds.

VISIONARY LEADERSHIP

Issue:

“The East Area lacks a unified vision that balances the community’s desire for small town ambiance and intimacy with the benefits of big city amenities.”

Goal 11. Develop a Unified Vision for the East CAP Area

Objective 1.
Adopt and implement
the *Community Area
Plan* for the East
Area of the City

COMMUNITY AREA PLAN

EAST AREA



City of Fort Lauderdale, Florida



"Venice of America"



Florida Department of Transportation

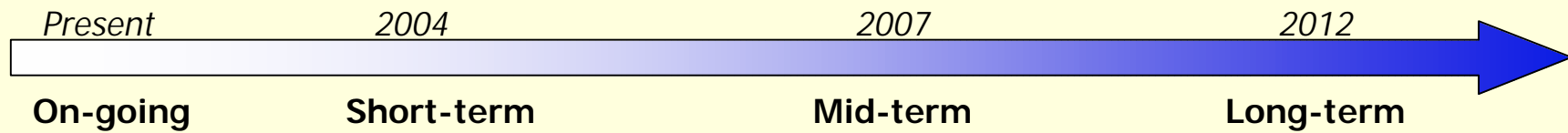
Goal 11. Develop a Unified Vision for the East CAP Area

Objective 1. Adopt and Implement the Community Area Plan for the East Area of the City.

Strategy A: *Support the Plan's vision statement.*

- The Plan should be considered as part of the future overall strategic plan, encompassing all areas of the City
- Encourage neighborhood plans to be consistent with the East CAP Area Plan

Goal 11. Develop a Unified Vision for the East CAP Area



1A. *Support the Vision Statement of the Community Area Plan for the East Area of the City* *

* represents strategies requiring nominal costs.

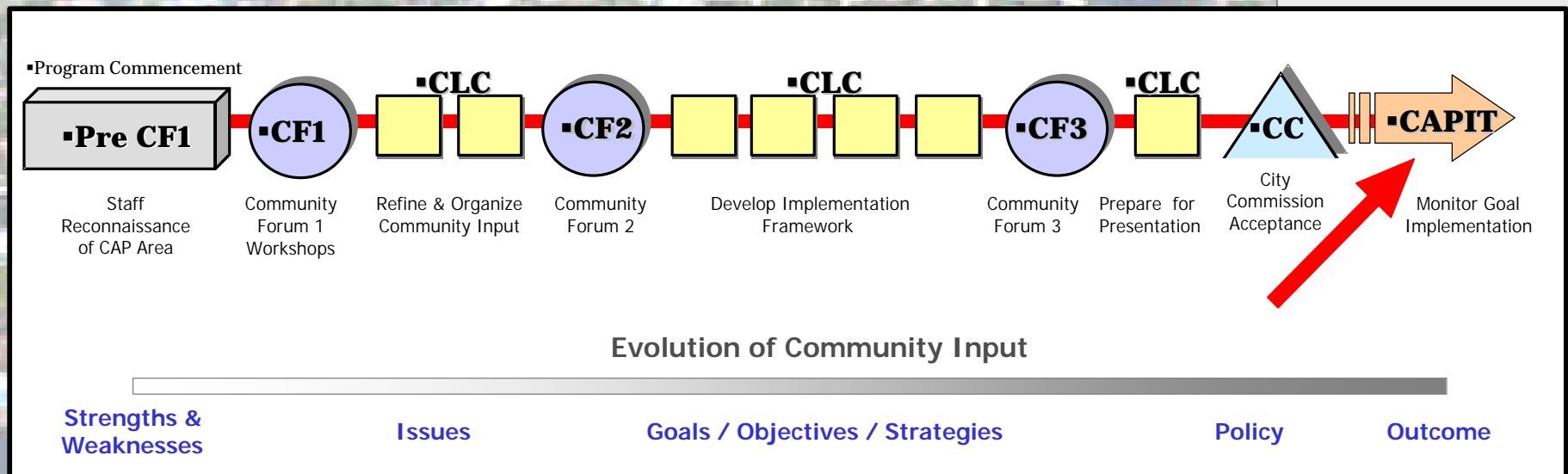
An aerial photograph of a city, likely Miami, showing a dense urban landscape with a river or canal winding through it. In the foreground, there is a large, modern building complex with a curved design, surrounded by greenery. The city skyline is visible in the background under a blue sky with scattered clouds.

Next Steps

PROCESS FRAMEWORK

This graphic depicts the general CAP process and outlines the steps from program commencement to City Commission acceptance and the subsequent monitoring of the East Area goals and objectives.

Form CAP Implementation Team (CAPIT)



After Commission review and acceptance of the East Area CAP Report, interested CLC members will work in collaboration with the IWT to implement appropriate strategies in accomplishing the overall community goals.

CONCLUSION

Occasionally, stakeholders interested in the planning aspects of their communities ask when the individual CAP areas will be completed. It is important to understand that the CAP process is cyclical. Once the individual implementation plans are completed and accepted by the City Commission, the Community Area Planning Implementation Team (CAPIT) meets to initiate the various strategies, and to periodically monitor their success. After all five CAP areas have been completed with their own implementation plans, regional issues will be identified and approached City-wide on a strategic level.

CAP staff will coordinate and facilitate meetings with the CAPIT and the specialized IWT members to continue tracking the plan's progress. The implementation team will meet on a quarterly basis to provide updates according to the task group to which they volunteered to contribute. They will also be able to use this opportunity to learn about potential grants, and to help bridge a communication link with other pertinent outside agencies and interests. Through mutual cooperation among all involved parties, implementation of the many strategies listed in this report will result in a greater understanding of the mechanisms of community planning, and an overall improvement to the quality of life for stakeholders in the East CAP Area of the City of Fort Lauderdale.